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WEDNESDAY, MAY 10 1911

三拜禮

號十月五年廿一

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SPECIAL TELEGRAMS.

ROWING CHAMPIONSHIP.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
Barry and Fogwell, the New Zealand rower, have arranged to meet on September 1st.

[Barry, who is without doubt the fastest sculler that England possesses to-day, has had a remarkable career. At the age of 17 years he won the Apprentices' Coat against the pick of the Thames apprentice watermen. Then after winning a number of handicaps at regattas, he romped away with the Doggett's Coat and Badge. The biggest success in his career was in October, 1908, when he beat Towns, the Australian, in the championship race for England. He was beaten by Anst for the world's sculling championship, which took place on the Zambesi. The course was three and a half miles, on 1 Anst. covered the distance in 20 minutes 14.3.5 seconds.]

HOME CRICKET.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
In the match between M.C.C. and Yorkshire, Tarrant, for the M.C.C. team, reached the century.
Surrey beat Cambridge University by an innings and 183 runs.

OLD WARSHIPS SOLD.

[THE "TELEGRAPH" CORRESPONDENT.]

London, May 9th, 7.10 p.m.
The three following obsolete warships have been sold:—H.M.S. Trafalgar, £20,500; Pique, £11,500; Tribune, £10,500.

CORONATION CELEBRATIONS IN THE PHILIPPINES.

A CORDIAL SUGGESTION.

[THE "TELEGRAPH" CORRESPONDENT.]

Manila, May 10, 1.5 p.m.
The English community in Manila are planning a programme of celebrations in connection with the Coronation.

The "Cadenews American" suggests that the Americans should assist in making the affair a huge success.

REUTER'S TELEGRAMS.

HOME POLITICS.

REUTER'S SERVICE TO THE

"TELEGRAPH."

Bombay, May 9, 2.5 p.m.
Lord Lansdowne's Bill limits the power of the Crown to appoint hereditary peers to the number of five annually.

London, May 5.—Mr. Lloyd George estimated that there would be 13,100,000 compulsory contributors, who would enjoy sick allowances and have the free attendance of doctors, while the State would give to local authorities hospitals £1,000,000 down and £1,500,000 yearly for sanatoria for consumptives. He anticipated that the Insurance Fund would eventually yield a surplus, which would enable the State to grant Old Age Pensions to persons of the age of 65 years. Regarding unemployment insurance, payment would not be made to those who were out of employment through misconduct, strikes or lock-out. An unexpected feature of the Bill, and one which is generally commended, is the granting of a benefit of thirty shillings in maternity cases on condition that the woman-worker does not return to work within a month.—"North China Daily News."

FIGHTING IN MEXICO.

REUTER'S SERVICE TO THE

"TELEGRAPH."

London, May 9th.
Notwithstanding that an armistice had been re-arranged the Mexican rebels attacked Juarez yesterday. Fierce fighting ensued, and it is reported that four were killed and nine wounded on the American side of the frontier.

HONGKONG'S MILITARY CONTRIBUTION.

REUTER'S SERVICE TO THE

"TELEGRAPH."

Bombay, May 10th, 7.5 a.m.
Mr. Louis Harcourt replying to Mr. Yates in the House of Commons stated that the military contributions from the Straits Settlements and Hongkong do not cover the cost of the garrisons.

HOME RACING.

KING'S ARRIVAL AT NEW MARKET.

REUTER'S SERVICE TO THE

"TELEGRAPH."

Bombay, May 10th, 7.5 a.m.
The King arrived at Newmarket by motor car looking happy and well. The scene on the course was brilliant.

REUTER'S TELEGRAMS.

PRESIDENT FALLIERES ARRIVES AT BRUSSELS.

REUTER'S SERVICE TO THE

"TELEGRAPH."

Bombay, May 10, 7.5 a.m.
The French President, M. Fallieres has arrived at Brussels and was accorded a splendid reception.

LOG BOOK.

It is a matter of surprise, remarks the "Siam Observer," that with the increasing passenger trade between Singapore and Bangkok none of the passenger steamers are fitted with a refrigerating room with the necessary apparatus.

NORDDEUTSCHER LLOYD'S ANNUAL MEETING.

The 54th annual meeting of the Norddeutscher Lloyd took place at Bremen last month, under the chairmanship of Herr Geo. Plate. He stated that under the influence of the uncertainty prevailing in the United States, emigration traffic from the northern ports of Europe showed a considerable shrinkage in comparison with last year. Business from the southern ports was better than last year, and the prospects were favourable. Very much depended upon whether the agreement between the Atlantic shipping companies was renewed. It was true that certain difficulties existed, but they should be overcome by the exercise of goodwill. Herr Heineken, at the request of the meeting, gave some information regarding his recent journey to the Far East. He said the main object of the visit was to make himself personally acquainted with the conditions in Eastern Asia. He was glad to say he found everything in good order. Any great changes in the Far East were not at present in contemplation.

A RECORD.

After crossing the Atlantic 912 times Mr. J. W. Alexander, chief engineer of the Oceanic and the senior chief engineer in the White Star Company's service, has just retired. It is his proud boast that during the 38.1-2 years of his seafaring life he has never missed a voyage. The whole of his seafaring career has been spent in association with the White Star fleet. He is a native of Dundee and has just completed his fifty-ninth year. It is computed that he has travelled no fewer than three million miles at sea. Curiously enough, Mr. Alexander commenced and ended his seafaring career in vessels named Oceanic. He was chief engineer of the Britannic when that vessel took out the imperial contingent of troops to Australia when the present King opened the Commonwealth Parliament.

The commission of the cruiser "Flora," Captain John Nicholas commanding, on the China Station, will expire in September next. The "Flora" has served continuously on the China Station since 1905, her last commission having taken place at Colombo in September, 1909.

Messrs. Thos. Cook and Son send us a neat little brochure containing information for travellers landing in Japan. The booklet is well got up, and contains a number of interesting illustrations. It is bound to prove useful to the intending tourist, who proposes to make a trip to the "Land of the Rising Sun."

CHINESE TELEGRAMS.

PRINCE CHING, PRESIDENT OF NEW CABINET.

[("SHUNG PO" SERVICE)]

Peking, May 9.
An Imperial decree has been issued appointing Prince Ching as President of the New Cabinet, and H. E. Loung Tun Yon as President of the Board of Foreign Affairs.

RUSSIAN TROOPS IN TURKESTAN.

[("SHAT PO" SERVICE)]

Peking, May 9.
A rumour has been current in Kansu that the Russian soldiers have reached Turkestan. The Viceroy of Kansu has stationed troops on the frontier for emergency.

THE CANTON REVOLUTION.

RESOLUTIONS PASSED.

[("SHAT PO" SERVICE)]

Peking, May 9.
An extraordinary meeting of the government in Council was held yesterday to consider the best measures for reorganization in Canton after the tumult. The following resolutions were passed:—

1. All the old style braves and the local garrison to be reformed.
2. The formation of recruits into divisions to be postponed for the present.
3. All students going to complete their education abroad to be provided with surely from well established shops.

RECRUITS DISCARD QUEUES.

PROJECT DISCOVERED.

[("SHAT PO" SERVICE)]

Peking, May 9.
The recruits in Hunan arranged secretly to discard their queues at a given time. Their scheme was discovered by the authorities and they were ordered to give up their arms and ammunition.

CHINESE TELEGRAMS.

COINS SMUGGLED INTO CHINA.

[("SHUNG PO" SERVICE)]

Shanghai, May 9, 1 p.m.
A certain country has secretly smuggled a large quantity of copper coins into China by gunboats. The Governor of So-chow has instructed the Shanghai Tao-tai to make an inquiry.

TARTAR GENERAL THREATENS TO RESIGN.

[("SHUNG PO" SERVICE)]

Peking, May 9.
The newly appointed Tartar General of Ili proposed to raise a loan of \$3,000,000 for the development of Ili. The President of the Board of Finance only allowed him \$200,000. The General was greatly displeased and has threatened to resign.

PRINCE CHUN LEAVES FOR ENGLAND.

[("SHUNG PO" SERVICE)]

Peking, May 9.
Prince Chun, the special envoy to represent the Emperor at the coronation of King George V, will leave for England on the 11th inst.

DEFICIT IN BUDGET.

"SUPERFLUOUS"

OFFICIALS TO BE

DISMISSED.

[("SHUNG PO" SERVICE)]

Peking, May 9.
The Prince Regent, in looking over the Budget, found a great deficit in the revenue. He has accordingly instructed the viceroys and governors of the various provinces to curtail their expenditure and to do away with all superfluous officials.

The return of the health of the crews of the ships employed upon the China Station shows that the number of admissions to the sick list was in the ratio of 710.5 per 1,000, which is a decrease from the previous years. The station is officially closed against the unhealthy sailors, so that the decrease is a satisfactory item of news.

POLICE COURT.

THE OURE.

This morning before Mr. E. R. Hallifax at the Magistracy an American named J. Ross was charged with behaving in a riotous manner in the Astor House yesterday. Asked what he had to say the defendant said:—"Your Honour, I think I am guilty. I felt sick yesterday and took a few Scotch and sodas, which put me right. After this I know nothing of what happened." He was discharged with a caution.

ALLEGED VIOLENT ASSAULT.

Before Mr. J. R. Wood, three men, one of whom is a Star Ferry Co.'s shuff, were charged with violent assault. It appeared that a Chinaman was walking along Saigon Street, Yaumati, when, it is alleged, the three prisoners assaulted him and beat him over the head with iron bars. The complainant reported the matter to L. S. Wills at the water police station and he effected the arrest of the alleged assailants. The complainant was conveyed to the hospital where he is now detained. The case was remanded, bail being allowed.

Three coolies were charged this morning, before Mr. E. R. Hallifax, with being in unlawful possession of three bags of rice. They were arrested by Detective 331 in Connaught Road West. They could not give an explanation and after hearing the evidence his Worship ordered the first defendant to pay a fine of \$50 or six weeks, the second and third two weeks, imprisonment each.

The Chinese youth who was charged with snatching a hair pick from a woman in Peak Road near the Parade Ground on Saturday last, was this morning sentenced to six months' hard labour and four hours' stocks.

Li Yuet was charged this morning, with snatching a rattan gold-mounted bangle from a little boy in Belchers Street. Yesterday at about 6 p.m., several children were playing in Belchers Street, and the defendant came up to the boy and, holding him by the hand, said "Hallo, little boy," pulled out the bangle, and ran up the hillside. The boy shouted out and an Indian constable gave chase. He was found hiding in the bushes and the bangle was recovered.

Defendant pleaded guilty and was sentenced to one year's hard labour, six hours' stocks and 24 strokes.

NATIVE BANK SENSATION.

MANAGER SUPPOSED TO HAVE ABSCONDED.

The Police are actively engaged in looking for Wong Chuk Chow, who is wanted for what it is alleged is a serious offence. According to the information laid with the police, the wanted man, who is the manager of the Wing Yuen Bank, 73 Bonham Street East, sent round to seven different Chinese banks in Hongkong and obtained on loan, presumably for his bank, the large sum of \$12,545. He has been missing since and so has the money. The foks all absconded and when the police arrived they found the bank building empty and not an employee to be found. The manager's keys were lost in the lock of a safe. One safe was found locked and on being opened only a few bricks were found instead of the expected million. The door of the principal safe was left ajar and all the money that was found on the place amounted to only a few hundred dollars.

Mr. Wilson, chief of the Secret Service (Customs Department), Manila, who has been here for some time, left to-day on the Hibi. He has been visiting Bureau Saigon, etc., and has also studied conditions in Canton and Macao.

ENGLAND'S DANGER.

BISHOP OF LIVERPOOL ON INVASION.

Preaching at a church parade of Liverpool Territorials in the Sun Hall, Liverpool, the Bishop of Liverpool said that they met that day because they loved their country. There was a day when we used to speak of our country as a precious stone set in a silver sea, a fortress built by Nature for herself.

We can no longer, however, his lordship proceeded, regard ourselves as secure because our shores spurn back the ocean's roaring tide. To-day we have become disenchanted. We are like any other Continental nation. We may be exposed at any moment to a foreign invasion. We, too, have a vision, an awful vision, which we are seeking to do our best to prevent, a vision of a foreign host upon our fertile shores, of burning homesteads, of meadows reeking with English blood, spilled lavishly and perhaps spilled in vain; of a vast army only to be shaken off at incalculable loss, and perhaps to the ruin of our prestige.

"You," he concluded, "form part of a great patriotic movement which is resolved by God's grace to do its very best to prevent the fulfilment of this terrible vision. We indulge in no idle threatening, defiance and vapourings. We love not war, which is one of the greatest scourges that can afflict mankind. We welcome every hope of arbitration and listen with passionate delight and interest to such statements as those lately made by the President of the United States and our Foreign Secretary. We rejoice to know that it may be made possible to avoid war, but we deem it a wise and most merciful plan to be ready for it. As the unlocked and unbarred door of a house invites the unscrupulous invader, so the unprotected shores invite the attack of the unscrupulous enemy."

A BENEFIT POEM BY A CHINAMAN.
Chinatown's fair for the benefit of famine sufferers in China has stirred the quarter's muse of poetry into action, says a New York paper. K. H. Chow, a graduate of Chicago University, who will go home to China in a few days, has written this poem: To aid the famine-stricken is our aim.

Let every human heart and voice proclaim.
Let us not shift the burden on to others,
But come with helping hands to aid your brothers.
And sisters, mothers, wives who stand
When honour and love at this crisis demand.
The Famine Fund let us try to fill,
And hunger and want is our hydra to kill.

Many times discouraged, disaster to fight,
But ahead in the distance is the shining light.
To the stary heavens we look for relief
To those who are helping, strong in their belief.
Let's be up and doing, by day and night,
With all our strength and with all our might.

An appeal to save lives of those that we love,
By the help of man and Almighty God above.

Railway administration in China certainly leaves much to be desired, says the "London and China Express" and we are glad to note, therefore, that an outspoken native newspaper makes an appeal to those concerned to reform the existing system of management which militates against the popularity of railways amongst the Chinese populace. This native critic puts his finger on the weak spots with unerring precision. The want of effective financial control, owing to lack of keeping proper accounts, necessarily opens the way to corruption.

THE CANTON OUTBREAK.

THE MANCHU RULING.

The revolutionary outbreak at Canton, coming hot-foot upon the assassination of Fu Chi, the Tartar-General, in that turbulent city, forcibly reminds us once more of the long threatened uprising of China's millions against their Manchu rulers. But while the malcontents appear to have succeeded in burning part of the Viceregal yamen and putting Viceroy Chang Ming-chi to ignominious flight, as usual and as inevitable in all unorganised and sporadic uprisings of this sort in China, where the capable leader invariably is conspicuous by his absence, the plot as a whole miscarried and no real gain was scored by the revolutionary party, which is numerically overwhelming in the South.

These occurrences would seem to justify the widespread fears which the officials in the Southern and Central provinces have lately been expressing so freely, that the followers of Dr. Sun Yat-sen were preparing for a great campaign against the reigning dynasty and that the milder reformers were everywhere joining the ranks of the malcontents with whom it would be impossible not to sympathise very largely, if there were any signs of an intelligent programme and of a regular organisation in their demonstrations of bitter discontent with the existing order of things in China, whose condition has never been so hopeless as at the present moment, despite the general advance of enlightenment and education amongst the Chinese people. But the Manchian ruling caste remains just where it was a hundred years ago, as hopelessly out of date, as corrupt as the Chinese themselves, as blindly obstinate and determined to keep China where she is and retain her hundreds of millions in ignorance, poverty and subjection, as in the days before the new light began to stream in from outside and ere it became necessary for China to either reform or to allow herself to fall to pieces from internal dissension or outside aggression after the example of Korea, as she most assuredly will do unless drastic changes are brought about in her constitution and able ministers are found to replace those who have brought her sorrow in this and the previous disastrous reign. No observer can fail to see that in the worse than Bourbon ignorance, corruption, and general unfitness of her present rulers lies China's greatest danger. While such outbreaks have lately occurred at Canton can do little to ameliorate the general conditions that prevail in China or to introduce an element of hope into her situation, so long as the hour brings forth no recognized or formidable leader, there will be widespread sympathy, we fear, all over the Empire with such futile and disorganised efforts to throw off the hated yoke.

There is no doubt that the humiliating and helpless position occupied by China, which by reason of her illimitable natural resources, her vast untapped wealth and the magnificent capabilities of her countless, industrious population, is being more indignantly recognized by her sons, and even by thousands of her daughters who are now being educated, and that they feel while she is in the hands of her present rulers she will never improve. Nor will any one knowing her condition and the opportunities deny that the Manchian Government after long trial, has proved itself wanting in every quality which commands respect, either by their neighbours or by the people over whom they rule.

They stand out to-day in the eyes of all the world as the most incapable, the most corrupt, decadent, and hopeless race into whose hands has fallen the destiny of any conquered people. The only qualities they have shown themselves to possess is their ability to stick to the power which their great ancestors conferred upon them, and their faculty of dividing and so ruling over the four hundred millions of an infinitely superior race. But the Chinese people are everywhere evincing symptoms of revolt and what has recently happened in so many Eastern countries in the last two or three years may well be repeated to-morrow in China. The Chinese people are undoubtedly everywhere growing in bitter hostility to the Manchus, who

would, of course, be only too glad, as they were eleven years ago, to turn the rising tide of hatred against all foreigners, if they thought they could save or help themselves by so doing. They are as anti-foreign as they are anti-Chinese, while for the greater part there is no doubt in the minds of those who know China best that the Chinese people themselves are not so bitterly anti-foreign where they are not stirred up and misled by the mandarins or officials at the instigation as they are only too often from Peking.—China Gazette.

NEW CHINA-EUROPE LINE.

CAPITAL OF £3,225,000.

Shanghai, March 2.—News has just filtered through that a new shipping company is about to be formed to run direct from Shanghai to some British port and possibly to a Continental port. The initial capital, which is all to be subscribed at Peking from private sources, is to be 25,000,000 taels—about 3,225,000 sterling, and a very extensive programme is being drawn up prior to the venture being floated. In shipping circles this news does not come with any great surprise, for it has long been known that several wealthy Chinese in Peking were anxious for China to get eventually the control of her own carrying trade. At present it is very difficult to get any facts. It is definitely stated, however, that the capital is ready, and that the preliminary arrangements are well forward. To old China Coast hands, shipping in China is not what it was even ten years ago, and the problem now is not to keep China moving, but to keep her from moving too rapidly.

HANKOW TO LONDON.

The fleet will be partly new and partly second-hand. Later a special river service for the Yangtze from Shanghai and up-river ports to Ichang will be inaugurated. In the time of full-river it is expected that steamers will run direct from Hankow to London. As to the possibilities of getting the trade, there seems to be no room for doubt that, properly run, this new line of ships would be able to leave China full up every trip. China's export trade is but in its infancy, and, with the opening up of this enormous country, one can foresee an immense increase in imports in the years to come. Within the recollection of most men in Hankow there was no direct shipping with Europe. Now, in the summer, the high-water season, the harbour is never long without a large steamer in port, the P. and O. French mail, Shire Line, Gen. Line, and the Russian Volunteer Fleet all being represented. The Blue Funnel and the Hamburg-American lines have a boat on an average once a month.

WHAT OF THE FUTURE?

There is, of course, the possibility that, like other Chinese ventures, this shipping company may run for a time and then be heard of no more. It is felt that a very high standard will have to be set up if the venture is to take a stand side by side with Occidental companies. If the company determines from the first to do away with all slap-dash, to free the venture from "squeezeing," to keep a keen eye on the exchequer, so that the capital cannot percolate down through undiscoverable channels, and to invest only strictly capable men with administrative and executive powers, its future should be highly successful.—"Shipping Gazette."

This is the first we have heard of the matter, and in shipping circles in London nothing is known of any such project, says the "L. & O. Express." If the particulars given above are correct, all we can say is that the negotiations must indeed have been carried on with secrecy.

OUR DIARY.

Wednesday, 10th May.
Bijou Theatre, 9.15 p.m.
Empire Cinematograph, 9.15 p.m.
Thursday, 11th May.
Legislative Council Meeting.
Thursday, 11th May.
Annual general Meeting of the Hongkong Horticultural Society, 5.15 p.m.
Friday, 12th May.
Theatre Royal, "The Follies" at 9 p.m.

CANTON NEWS.

INFLAMMATORY LECTURES.

(THE "TELEGRAPH" CORRESPONDENT)

Canton, May 9.
It has come to the knowledge of H. E. the Viceroy that anti-Manchu lectures are being delivered freely in Hongkong, in Macao and also on board steamers bound for Canton from Hongkong and Macao. The Viceroy is of opinion that this practice is fraught with danger to the public peace, especially in view of the fact that the rising in Canton has only just been suppressed. His Excellency is considering the best measures with a view to putting down this form of activity on the part of the revolutionaries. It is reported that the assistance of the Hongkong Government and that of the Macao Government will be sought for to put an end to these inflammatory lectures, as they can only tend to create hatred in the hearts of the people against the Manchus.

A CENSUS.

The 'Taichai' for the Constabulary is now forming up a list of regulations with a view to taking a census of the Canton people.

TROUBLE FEARED AT SHEK-LUNG.

The commanders of the garrison stationed at Shek-lung yesterday reported to the Canton Viceroy that, considering the importance of the place, the number of forces at their disposal is not sufficient to protect the town. During the last few days, rumours have been current that this spot would be chosen for an out-break by the anarchists. Although nothing has happened, it is advisable to dispatch more troops. His Excellency intends to dispatch Commander Lui with the 6th regiment.

CHINESE BANK NOTES.

The British Consul at Shanghai has written to the Canton Viceroy regarding the issue of bank notes by the Canton official specie department. The Consul says that now bank notes are being issued daily without any limit. The Consul asks the Viceroy whether he could propose some measures by which the British merchants and British subjects can use these notes without any anxiety. On receipt of the despatch, the Viceroy has instructed the Provincial Treasurer and the Diplomatic Commissioner to consider the matter before sending a reply to the British Consul.

OPIUM TAX INCREASED.

Yesterday the Canton Customs' Commissioner received a wire from Peking announcing that the duty on opium imported into China will be increased from Hai-kuan Tls. 110 to Tls. 350. The Commissioner has posted up the notice for the information of importers. As regards the opium monopoly in Canton, it is not likely that the monopoly will be abolished, as it only levies taxes on prepared opium.

CORONATION CELEBRATIONS.

FURTHER SUBSCRIPTIONS.

Following is a list of additional subscriptions to that published in yesterday's issue in connection with the above:

Pacific Mail S.S. Co. \$500
S. J. David & Co. 350
Shewan, Tomes & Co. 250
Gibb, Livingston & Co. 250
W. R. Loxley & Co. 250
Macdonald & Co. 250
Lune, Crawford & Co. 250
The H.K. & China Gas Co. 250
Lowe, Bingham & Matthews 250
Bank Line, Ltd. 200
The H.K. Electric Co. 100
The China Borneo Co. 100
Wilkinson, Heywood and Clark 100
O. B. Brewery 100
Palmer and Turner 100
Linstead and Davis 100
N. J. Stabb, Esq., 100
E. H. Ray, Esq., 50
Harry Wicking & Co. 50
A. G. Gordon, Esq., 50
Kelly and Walsh 50
R. R. Hynd, Esq., 50
W. Dunbar, Esq., 50
R. C. Edwards, Esq., 20
O. H. Wakeman, Esq., 20
A. B. Rouse, Esq., 20

Having seen the wind, the Portuguese Republic is beginning to reap the whirlwind, says the "globe." This time it is the employees of the Ministry of Marine who want shorter hours and better pay.

COMMERCIAL.

SINGAPORE SHARES.

Messrs. Fraser & Co.'s shares circular last week reads:—The market has been quiet since our last report and Rubber shares show little change on the week, with the exception of Malacca which have risen sharply from 20 to 20.12s.6d. There is considerable demand for Sterling Tin Shares, particularly Tronohs and Labata, and the Industrial section has received a fair share of attention.

Rubber.—Malacca Preferences have been placed at 20, Kuala Lumpur 27. 6s., Bukit Kajangs 50s. 3d., Linggis 48s. 6d., Benfort Borneo 17s. 6d., Sapong 30s., United Sun Betongs 27s., Duffs 11s. 4.1-2d., Lumuts 14s. 6d. premium, Heawoods 4s. 6d., to 4s. 3d., Merlimau 4s. 10d. and the New Port Dickson Co. has been dealt in at 8d. and 7.1-2d. premium. Balgownie have changed hands at \$10.50, Chang-kut Serdangs \$0.50, Ayer Panas \$4.70 to \$4.90, Alor Gajahs \$1.50, United Singapore \$1.22-1.2 to \$1.25, Nyallas 25 cents and Kelanaka \$2.50 discount.

Mining.—Tronohs have been sold at 48s. 3d. closing with buyers at 51s. 3d. Labata are wanted at 25s. and Belata Sipians have changed hands at \$0 and 60 cents respectively.

General.—Straits Trading are being quietly picked up at \$50 by investors, showing a gain of \$2 on the week. Fraser and Neaves have been done at \$38 and Steam Ships are wanted at quotations. Shells are unchanged at 90s. and there is some enquiry for Riley Hargreaves preference and debentures.

APRIL RUBBER RETURNS.

Taiping Plantations.—4,430 lb.
Bukit Mertajam.—1,298 lb.
Harpenden.—12,050 lb.
Shelford.—11,000 lb.
Rubber Grovers.—4,251 lb.
Braunston.—1,618 lb.
New Serendah.—1,521 lb.
Jugra.—7,595 lb.
Cheras.—March, 1,120 lb.; April, 1,220 lb.
Mount Austin.—5,800 lb.
Pandan.—1,600 lb.
Cheviot.—1,417 lb. Total for first four months, 4,481 lb.

Labu (F.M.S.)—14,500 lb.
Total first four months 67,247 lb.
Output for April, 1910, 14,720 lb. Total for first four months, 1910, 53,030 lb.

Glensay Plantations.—2,232 lb.

Indragiri (Sumatra) Rubber and Gutta-percha Co.—Rubber 580 lb. Gutta-percha 71 lb.
United Sumatra Rubber Estates.—Coffee 40 piculs, rubber 8,000 lb. Totals for four months: Coffee 1,073 piculs, rubber 28,800 lb.

ENTERTAINING.

LOST.

SUNDAY EVENING, in the vicinity of Parkside and Kowloon Cricket Club or on Star Ferry, ONE GOLD DIAMOND CUFF LINK. Liberal Reward will be paid for the return of same to H. H. J., c/o Hongkong Telegraph, Hongkong, 8th May, 1911. [1115]

E. C. Wilks, M. I. Mech. E., A. M. N. A. Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches. "ALEXANDRIA BUILDING," 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

A LING & CO. FURNITURE AND PHOTO SUPPLIES. DEVELOPING, PRINTING AND ENLARGING. 19, Queen's Road. [883]

MAN CHEONG, 10, WELLINGTON STREET CENTRAL, HONGKONG. SWATOW DRAWING WORK. Gentlemen and Ladies' TAILORS & OUTFITTERS. Embroidery, Pongee Silk, Glass Cloth, Canton Silk and Lace, &c., &c. Hongkong, 23rd January, 1911. 885

WING KEE & CO. 47-49, Connaught Rd. SHIPCHANDLERS, PROVISION & COAL MERCHANTS. Hongkong 19th Mar. 1911. [1100]

Public Companies.

THE CHINESE ENGINEERING AND MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Chinese Engineering and Mining Company, Limited, will be held at Winchester House, Hall No. 174, Old Broad Street, in the City of London, on WEDNESDAY, the 17th day of May, 1911, at 12 o'clock noon, for the purpose of considering and if thought fit passing a Resolution authorising the Directors to borrow or raise such further sums of money as they may think fit, but so that the amount borrowed or raised by the Company and then outstanding shall not exceed three-fourths of the issued capital of the Company. Dated this 31st day of March, 1911. By order of the Board, ALFRED W. BERRY, Secretary.

23 Austin Friars, London, E. C. A limited number of the Circular Letter to Shareholders is in the hands of the Agent and can be had on Application. [1118]

THE CHINESE ENGINEERING & MINING CO., LD.

NOTICE.

AN INTERIM DIVIDEND of ONE SHILLING per Share, free of tax, on account of year ending 31st February, 1911, has been declared by the Directors of the above Company. COUPON No. 10 is payable on the 1st May, at the Chartered Bank of India, Australia & China and the Bank of China at Hongkong and Shanghai.

J. S. DOBIE, Agent. Hongkong, 1st May, 1911. [1098]

AUCTIONS.

PARTICULARS OF THE LOT.

Particulars of the Lot of Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND adjoining Garden Lot No. 2, Caroline Hill Road, in the Colony of Hongkong, for a term of 75 years, commencing from 1st January, 1896.

PARTICULARS OF THE LOT.

Particulars of the Lot of Letting by Public Auction Sale, to be held on MONDAY, the 15th day of May, 1911, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bonham Road, in the Colony of Hongkong, for a term of 75 years, commencing from 5th April, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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To Let.

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SECOND FLOOR of No. 84, DES VOGUES ROAD CENTRAL, newly completed with Lift and Lavatories.

GODOWNS in MASON'S LANE good for storage of Wines and other articles. Rent moderate.

FIRST FLOOR of No. 4, Des Voeux Road, Central.

Apply to—DAVID SASSOON & Co. Hongkong, 6th May, 1911. [1073]

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st April, 1911. [61]

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Apply to—THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED. Hongkong 1st April, 1911. [61]

TO LET.—GROUND FLOOR OFFICES near Clock Tower, excellent situation. Rental \$150 per month payable in advance. Apply REX, P. O. Box 418. Hongkong, 29th April, 1911. [1000]

TO LET.

"CREGGAN," 80, The Peak. No. 10, MACDONNELL ROAD. OFFICES in Kwo's Buildings, 4th Floor. AN OFFICE on 1st Floor, 16, Des Voeux Road CENTRAL. GODOWNS, 151 to 155, PRINCE EAST. SEMI-EUROPEAN FLATS East corner of Observation Place. The Tram stop at the door. Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Prince East.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO. LIMITED. Hongkong, 8th April, 1911. [159]

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Intimations.



A. S. WATSON &
CO., LD

ESTABLISHED A.D. 1841.

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MERCHANTS.

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A Blend of the Finest Pure

Malt Whiskies distilled in
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GENUINE AGE

AND

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

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GUINNESS'

STOUT

in PINTS and SPLITS.

A. S. WATSON &
CO. LD.

ALEXANDRA BUILDINGS.
Hongkong, 7th July, 1910.

The object of this paper is to publish
correct information, to serve the truth,
and print the news without fear or
favour.

Cable Address: Telegraph
Hongkong.

Telephone: No. 1.

A. B.C., 5th edition
Western Union.

THE

Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 10, 1911.

PROTECTION OF BRITISH COMMERCE.

Now that the home government has had a chance to effectively organize the fleets in the Atlantic and North Seas, it is fitting that some attention should be paid to the state of naval affairs in the Pacific Ocean, where such a great deal of English trade is to be found. The reduction of the naval strength in the far eastern waters was no doubt an admirable move in view of the condition of European politics, so long as it was only temporary. The Anglo-Japanese Treaty was sufficient to safeguard British interests for the time being, but the question now arises as to whether the China fleet should not be further strengthened, beyond the addition of three submarines, whose sphere of action is necessarily limited. It may be in the nature of foolishness to quote America or Japan as potential enemies, but history does not show that any "entente" or alliance is a guarantee of eternal peace between powerful countries whose interests are often

times inimicable, and it behooves the home government to actively consider, not only the present actualities, but the possibilities of the future. When two of the Lord Nelson type have been added to the Mediterranean Fleet, it is quite possible that the squadrons in those waters will be strong enough to deal with any emergency, but to bring the China armament up to the required standard necessitates, not the addition of a few first class battleships, but the total reorganization of the whole fleet. On the station at present there are four old type armoured cruisers, with total crews of 5,000 men. The best ship is the Minotaur, and against it can be placed, on the water, by Japan alone, four better armed craft. That in itself is enough to give some idea of where the balance of power lies in the Far East, but when the American fleet is taken into consideration, the matter assumes a very grave character. That the Admiralty is aware of the gravity of the situation is shown by the construction of huge dry-docks in these waters, but we venture to think that dry-docks would be no decisive answer to any aggression on the parts of two countries with whom we are now at peace. To build repairing yards for a future fleet of Dreadnoughts obviously cannot enhance the fighting power of the existent ships which could not meet, on any equal footing, the armadas of other countries whose interests are centred in the Pacific. However the object of the writer is not to deal with the possibilities of conflict with Japan or America, but rather to refer to the necessity for greater protection of British commerce in these waters. In the event of a war with any European power the best tactics would be to destroy the main source of England's wealth, viz. her mercantile marine. Naturally a wise commander would fly to the weakest spot and that at the present time is undoubtedly the Pacific.

A flying squadron with an average coaling capacity of 2,000 tons could wreck the shipping of Great Britain in less than no time, in fact a few converted liners, with a better speed than the armoured vessels on this station, could do this with impunity and the damage would be done before any fast cruisers could be sent out from home. It would be useless then to continue as the Admiralty is at present, and the solution to the matter would seem to be the creation of a base in Australian waters for a powerful and speedy fleet, which could cope with any event. We are pleased to note that such a scheme appears to be in the mind's eye of the authorities at home, for by 1913 seven docks capable of taking the largest ships will be completed in these waters. Even if that be the case we fail to see where the necessary ships are coming from. The naval estimates, for the past few years, most certainly have not prepared for the equipment of a powerful fleet in the Pacific, and do little more than fill up the gaps caused by the scrapping of vessels in the home waters.

It would in the end prove far more economical to have one strong fleet than the conglomeration of useless craft that we have at present, though smaller vessels would be needed as well to replace the various obsolete small craft that we now have within this area. Such a fleet would require a base say in Australia, with several good coaling bases. Then it would prove a thorn in the side of any Power who had covetous eyes on that continent, and on account of its speed, as a whole, would be able to, either individually or

collectively, hunt for, and destroy, commerce despoilers, and be a safeguard to the millions of British money that are at sea on these seas.

THE COLONIAL CONFERENCE AND PREFERENCE.

The representatives of the various colonies who go home this year for the purpose of being present at the Coronation, will "kill two birds with one stone," for they will also be able to attend the Imperial Conference, which will be held at the same time, in accordance with the resolution passed in 1907, that they should meet every four years. Consequently there is a chance that the attendance of Premiers will be a very strong one, and our only hope is that they will command as much attention as they did in former years, and not be outshone by the fleeting glories of the coronation. It would be a decidedly unfortunate thing if the deliberations of such a brilliant body of men were devoted that publicity in the Home papers which they have had before, because this conference is fraught with more possibilities than any preceding it.

It is not our intention to dilate at any length on the excellent resolutions anent the committee of imperial defence, the general staff of the empire, or the question of emigration, but to come straight to the sixth resolution which dealt with a matter of vital importance to this and every other dependency of the "little isles in a silver sea." The resolution on preferential trade, upon which the present government slammed, bolted and barred the door, has quite a moving history. It came before the Conference of 1902, when it was resolved that "this Conference recognizes that the principle of preferential trade, between the United Kingdom and His Majesty's Dominions beyond the seas, would stimulate and facilitate mutual commercial intercourse, and would by promoting the development of the resources and industries of the several parts, strengthen the Empire." This was again brought up in 1907 and reaffirmed by all representatives, save those of the Home government, who could not assent, if the resolution implied that it was necessary or expedient to alter the fiscal system of the United Kingdom. If the principle only involved a policy of laissez faire it was excellent, but any idea of fiscal reform was an "anathema maramatha."

The coming conference will bring no different action on the part of the government. The budgeting of Mr. Lloyd George has been too successful, from a Liberal point of view, to cause any alarm as to the source of further income to meet the expenses of social reform, and while still a groan can be extracted by flogging the dead horse of internal taxation, it may be safely concluded that flagellation will not be dropped. Hence it is quite reasonable to expect that the door to Colonial preference will be again slammed, barred and bolted, and the same spirit of jubilation at the administering of another snub to the colonies, will pervade the Liberal caucus. It must do so; it is impossible that a party which viewed the trade agreements made by Canada, with Germany and the United States, can yet perceive how the bonds of sympathy which should hold the Empire together are weakening under the stress of commercial competition. True it may be that England still is favoured

in the Canadian tariff, but the fact now remains that the position of the English merchant, in the Canadian markets, is being undermined by favours given to other countries, and, unless England can give something to her dependencies, in the way of preferential treatment, her dependencies must look out for themselves. With Coblen as Sancho Panza, England has ridden the raw boned mare of Free Trade against the windmill of foreign tariffs, but unlike Don Quixote she has not suffered any great fall up to the present. She rides to the charge annually with the Budget as a lance, and has sustained a few severe blows. It is for the Colonial Conference to act the part of policeman, and destroy the metaphor by arresting this mad career to self-destruction, or, at least, attempting to do so, by showing the people at home that sentiment must go to the wall, unless there is more of the spirit of "give and take" between them and the motherland.

HONGKONG DAY BY DAY.

Four men have arrived by the s.s. Devanla to join the Police force.

The appointments are announced of Sub-Lieutenant J. C. Mansfield to the Monmouth, to date April 6.

Chief Detective Inspector Hanson will leave by the English mail on Saturday for the homeland for good.

The awakening in China is, it seems, about to take definite form. A Chicago mail order house has shipped 10,000 alarm clocks to Peking!

Messrs. E. S. Kadoorie & Co. inform us that a final dividend of 1s. 9d. per share has been declared in the Linggi Rubber Plantation, Ltd.

Amongst recently elected members of the Royal Society of Arts are Mr. O. L. Ishador, L.L.D., of Sourabaya, Java, and Mr. W. W. Ritchie, District Postmaster at Chengtu, West China.

Mr. Lovett M. Wood, who is making a tour of the Orient in pursuit of information regarding commerce for the United States Government, leaves for the North on Friday on the "Tenyo Maru."

Mr. A. A. Warrington, from the "Daily Mirror," London, arrived by the "Devanla" to-day to take charge of the linotype department of the "South China Morning Post."

A Chinese watchman, of Des Vaux Road West, reports that last night at 8 p.m., a Chinese came up and stopped him and asked him to show the way. When the watchman was doing so the man snatched a hand bag from him which contained \$100 in money.

"Ugly Rumours from Canton" is the heading given by a contemporary to an ugly rumour from Hongkong, says the "Straits Echo." Hongkong is only about 82 miles from Canton, but it is surprising how quickly it can turn out these rumours from Canton, which are about as frequent as the cry of "Wolf" in the fable. Any way, we do not believe that the soldiers at Canton intend joining the Revolutionaries. They can't afford to pay the subscription, which is the first thing the modern revolutionaries ask for.

The "L. and C. Express" of the 14th ult. reports that China Tea at auction shows little change, being rather quiet, but steady. Coffee in smaller supply has met with steady demand at the rates. The sugar market has been irregular, with fairly good sales, closing steady. Singapore Pepper is quiet but steady, and White Pepper also quiet, and unchanged. Rice remains firm, but little business is reported. Indian rubber has been irregular, and prices close lower, quotations being:—Fine Hard Para 5s. 8d. per lb., Plantation 5s. 3d.; to 5s. 9d. per lb. for good average. Sheet, Straits Tin is 2192 10s. to 2193 for cash, and 2188 to 2189 10s. for three months.

SUPREME COURT.

THE HONGKONG BANK SHARES CASE.

The trial of the issue as to the ownership of 24 Hongkong Bank shares and 12 new shares was resumed before his Lordship the Chief Justice, Sir Francis Piggott, at the Supreme Court this morning. Mr. Eldon Potter, instructed by Mr. C. E. H. Heavis, of Messrs. Wilkinson and Grist, appeared for the plaintiff on the issue (Chan Nai Ying) and Hon. Mr. H. E. Pollock, K.C., instructed by Mr. W. B. Hind, of Messrs. Bruton and Helt, represented the defendant (Chan Nai Ying) on the issue.

On the resumption of Court this morning, a discussion arose as to the question of the right of reply, which lasted for a considerable time. Eventually, after comprehensive and strenuous argument on the part of Mr. Potter, his Lordship overruled Counsel and called upon him to sum up his case.

Mr. Potter was about to open his case, when his Lordship said:—There's one thing which troubles me. I can't get it into my mind. I don't see how the consent of the guardians comes into this question.

Mr. Potter—I gave evidence to prove that there was assent on the part of the plaintiff. Assuming that the transfer of the property was proper. That being so, Chan Nai Ying is entitled to possess the shares as against the Receiver. Afterwards, it may possibly come out that he is entitled to three-fourths of the property only but that question will have to be decided hereafter. It is now merely a question of possession. The question is what powers are vested in a testamentary guardian. (Counsel quotes authorities). The powers vested in a testamentary guardian are thus clearly seen to be of the widest nature. The powers in respect of real estate may be limited, but as regards personality, the powers are as wide as possible. As regards realty, the powers are rather doubtful. For instance, it's very doubtful if a testamentary guardian could grant a lease during the period of the infant's minority, because the guardian would then be dealing in realty. It's ridiculous to apply the English law on the point to China. A Chinaman may have observed the English law in every way but it's quite possible there may be a statute of Charles of which he knew nothing (Laughter).

Continuing his address, Mr. Potter said that in the event of his Lordship finding that the testamentary guardian had not the powers in question, the other beneficiaries under the will must be protected.

His Lordship—I don't quite see what form the protection is to take.

Mr. Potter—Let us assume that the shares are to be returned to the Receiver. It means that Chan Nai Ying will have made out a case. That would give him a claim over and above the shares. It would give him charge over the shares. Your Lordship can safeguard us now, so that when the action comes on for trial, we will not have to prove the fact of the guardians having acquiesced all over again. It'll save us trouble and expense.

His Lordship—Oh, yes.

Mr. Potter—There's the question of charges.

Mr. Pollock—All the property will not be chargeable. Twelve shares will be returned subject to certain payments. As regards the question of interest, it's clear that he can't have both interest and dividend. Regarding the other beneficiaries, they are not in the matter before your Lordship. No order can possibly be made charging any interest on the 24 shares because the beneficiaries are not in the proceedings before the Court. The only order which can safely be made is on one particular point which has been raised and not on any of the other points.

Mr. Potter—We made an application that they should be added as parties.

Mr. Pollock—That's different from saying that they have in fact been added. They cannot be taken to have so been added because the application, so to speak, has not been pressed home.

Mr. Potter—I only want to show that we did something in the matter.

Mr. Potter—The only point to be decided is whether Chan Nai Ying is entitled to the shares as against the estate.

His Lordship—It struck me as being the only point.

Mr. Pollock—It's in fact the only point. There's a definite issue before Your Lordship. My friend has quoted at great length from the texts but he did not produce a single case to show that a testamentary guardian had the powers that my friend tries to make out he has. To say that he has unlimited powers is in absolute contradiction to the terms of the document. A testamentary guardian can't say: "I'm going to do something wrong, but as I'm a testamentary guardian, I don't care a tuppence. I know it's wrong, but I'm going to do it." I submit that no property came under the will to any of the guardians under the will. It has been expressly stated by the authorities that an infant cannot be guilty of breach of trust, however much he may be purported to have assented to certain transactions. I submit that the only powers vested in a testamentary guardian would be if property was left directly and not in reversion of an infant without intervention of a trustee.

His Lordship reserved his decision.

SIR JOSEPH FAYRER'S APPOINTMENT.

A special meeting of the Board of Managers of the Royal Infirmary, Edinburgh, was held on April 6th to appoint, from a list of six candidates, a superintendent of the institution, in succession to Colonel Warburton, who is retiring. The business was transacted in private, and it was intimated afterwards that Lieutenant-Colonel Sir Joseph Fayrer, Bart., R.A.M.C., Hongkong, had been selected for the post. Sir Joseph Fayrer, who is fifty-two years of age, is a son of the first Baronet, Surgeon-General Sir Joseph Fayrer, K.C.S.I., who was an Hon. Physician to the late Queen Victoria, and an Hon. Physician (M.D.) and Physician Extraordinary to the late King Edward.

The first Baronet was present at the defence of Lucknow during the Indian Mutiny as Political Assistant. He accompanied the late King Edward when, as Prince of Wales, his late Majesty visited India in 1875-76. He was knighted in 1876 and was made a Baronet twenty years later. The new superintendent of the Royal Infirmary has had a distinguished career. He was educated at Rugby School, and at Trinity College, Cambridge, where he took his B.A. in 1882, and his M.A. in 1886.

He holds the degrees M.D. and C.M.; St. Andrews; and the diplomas F.R.C.S., Edinburgh; L.R.C.S., L.R.C.P., L.F.P.S., and L.M., Edinburgh and Glasgow, 1886. He entered the Royal Army Medical Corps in 1886, taking first place in the competitive examination which was held in March of that year. He discharged duty in Edinburgh for one year, and for six years from 1887 he served in India with the troops and at station hospitals.

For half of that term he was in charge of the civil hospitals and the jail at Muttra, and received the thanks of the Government for his services. In 1893 he was again on duty in Edinburgh. A year later he commenced a three years' term with the Royal Horse Guards, and for his services with that corps he received the personal thanks of the late King Edward. During six and a half years' service in India, he had sole charge of the station hospitals at Sitapur, Solon, Naini Tal for various periods.

He was appointed in December 1903 Staff Officer and Secretary to the Principal Medical Officer of the London District; and from 1904 he held for five years the medical charge at the Duke of York's Military School. For a year of that period he acted as Commandant, and was thanked by the Army Council for his services there. Since October 1908, Sir Joseph Fayrer has had charge of the Military Hospital at Hongkong. He has contributed to the "British Medical Gazette," the "Royal Army Medical Corps Journal," the "Indian Medical Gazette," &c.—"The Scotsman."

SCHOOLBOY WHO WAS APPOINTED COMPRADORE.

CLAIM FOR SECURITY ADVANCED.

Before Mr. Justice F. A. Hazland, Acting Paines Judge, in the Court of Summary Jurisdiction this morning, Liu Fan Ting, described as a student, sued P. Schmidt and Company to recover the sum of \$220, money paid to the defendant in respect of cost of furniture. Mr. Stevenson, of Messrs. Deacon, Looker, and Deacon, appeared for the plaintiff and Mr. L. d'Almada represented the defendant.

Mr. Stevenson said as the defendant did not appear, his friend could not be heard.

His Lordship—Can you show me any authority for that? I must ask you to prove your case.

Mr. Stevenson in opening his case stated that the defendant recently started business on the Shamshu as a general importer and exporter. He wanted a compradore and instructed two brokers, who were well-known had characters in Canton, to get him one to produce security. He got into communication with his client and although at the time the latter was only a schoolboy, he was allowed to undertake the position of compradore to Schmidt and Company. He was taken to the office, saw the manager and the latter agreed to take him on condition that he advanced a security of \$1,500. Plaintiff said he could pay \$200 on the 3rd day of the 3rd moon (April 1) and the balance of \$1,300 within half a month. On that day, the plaintiff went into defendant's office and paid \$200 as deposit, for which he held a receipt. He was asked when he could start his duties and furnish an office-boy and coolie. Plaintiff replied he would commence his duties on the 1st April. He was also asked to have the furniture required taken to his furnished premises. He did so and was handed a receipt from the firm. It was agreed that plaintiff should be employed in the capacity of compradore on terms that the security was to be \$1,500. His client being a schoolboy, he was not very well acquainted with compradore business, but he was recommended by a schoolmaster. On the 7th of April, Schmidt and the plaintiff came down by the night boat to Hongkong. Before they left Canton, Schmidt asked the plaintiff for the balance of \$1,300, whereupon plaintiff replied: "The money will be safer in my box than in yours." He also said that he did not have the money in Canton but intended to borrow it from a friend in Canton. On arrival in Hongkong, he was taken to Mr. Almada's office, where an agreement was drafted and later on it was sent to the Astor House, where Mr. Schmidt was staying. The agreement stated that the money should be paid into the bank in defendant's name, which the plaintiff refused to do. As the plaintiff was a stranger in the Colony, he took the agreement to a friend, who advised him not to sign it. Subsequently, plaintiff returned the agreement to Schmidt and told him he did not care to carry the matter any further. Schmidt said that unless he signed the agreement, he would be put in goal and made him affix his signature to a note. In the course of Mr. Stevenson's remarks, it came out that the plaintiff went to the defendant's office and asked for the return of the money advanced in respect of the furniture as was agreed upon, but was told by Schmidt to clear out of the office.

Evidence having been led, judgment was entered in favour of the plaintiff with costs.

The fifty-first annual report of the Tokio Marine Insurance Co., Ltd., shows that after they have set aside sums amounting to 5,000,000 yen for the legal and special reserve funds, the directors have declared a dividend of 40 per cent., which will absorb 300,000 yen. Besides the large amount for the reserve fund, 812,892,705 yen have been transferred to the underwriting expense account, and 222,230,305 yen were carried forward.

"PUNCH'S" LATEST.**AN ENGLISHWOMAN'S LOVE-LETTERS.**

Bertie. "I've been having a lovely game with this Post Office set you gave me, Auntie. I've taken a real letter to every house in the road."

Auntie. "How nice! And where did you get all the letters?"

Bertie. "Oh, I found a big bundle tied up with pink ribbon in your desk!"

THE CRAVING FOR SENSATION.

"The carriage passenger train from Forfar to Brechin was derailed on Wednesday afternoon, but unfortunately no person was hurt."

—*"Montrose Standard."*

"The Standard Dictionary does not pose as an authority on ecclesiastical history; still it should not blunder to the extent of saying that Joan of Arc was canonized in 1904. The truth is, she was beatified in April 1909, and is not yet canonized."—*"The Xaverian (N. S.)."*

We dislike these quibbling distinctions. Besides, according to Miss Ellaline Terriss, Joan was always a rather attractive person, even when she was alive.

"From this flour a sweet, heavy, flat cake is made. It resembles the oaten cakes so popular among Scottish peasants."—*"Liverpool Weekly Mercury."* No wonder it weighed so much.

Clorgyman (lacking friend round poor parish). "Yes, a nervous little fellow. I remember his father was highly strung." Women. "Ye remember wrong, then. 'E got or' wiv ten years!"

"High Class English Gentlemen better with London & St. Petersburg experience seeks position, highest references (speaks French)."—*Adv't. in "Novoo Vremya."* Good. Now he must try English.

CHAUHVARIA.

It is rumored that, after all, the German Chancellor has decided to show that he is not entirely unsympathetic to the Peace spirit which is abroad. The next German Dreadnought is to be named The Peace-Maker.

Our Local Government Board has been holding an enquiry in the course of which the question of "Sea Water for Flushing" was considered; and the Dutch in return are arranging for a few coals to be sent to Newcastle.

We understand that, if only they had been quite sure that the entire sum required to secure "The Mill" for the National Gallery would not be subscribed, many persons would have expressed their willingness to give handsome donations to the fund—subject to the fact being announced in the newspapers.

We are glad that our officers are not, after all, to wear a new crimson-and-gold sash, for we feel sure that the more we men go in for sashes and similar feminine fadals, the more difficult it will be for us to say that the ladies must not have our trousers.

One result of the Census, we hear, will be a medical inquiry into the alarming number of cases which the returns disclose of "arrested development" among women. Although ten years have elapsed since the previous Census, the age of a great many females alive then has not progressed in anything like due proportion.

"The whole county of Sussex," says a correspondent in "The Daily News," "has only produced twelve centenarians in fifteen years to Brighton's twenty-seven." This is a nasty blow to those ill-informed persons who have been imagining that Brighton is in Sussex.

The total number of marriages in England and Wales during 1910, according to a return just issued, was 207,416; and although the figures are not given, we understand that a very large number of men only just escaped.

The revival of The Sims of Society is, we hear, doing well. There was some fear at first lest the Sims which the play treats of should be found to have lost their popularity.

Mr. Charles Hawtrey's next production at the Prince of Wales's Theatre is to be called *Bottom Not Enquire*, and Mr. Asquith understands that this taking title was suggested by certain familiar Ministerial answers at Question-time.

Mr. Zangwill's statement, that we have very real actresses, has called forth many expressions of surprise at his ignorance. There is not an actress in the country who could not tell him of at least one.

Owing to the fact that Mr. Seymour Hicks has been practising boxing, an absurd rumour has got abroad to the effect that this talented actor is about to appear in Wagner's Ring.

"As our civilisation advances," says M. Jean Finet, "the number of broad heads increases, and for this simple reason, that our heads must grow larger in order to hold more facts and ideas." Fatheads are now smiling all over.

A great flock of starlings, which had evidently lost their bearings, descended on the town of New Ross, in Ireland, the other day, and entered the open windows of houses, and showed every sign of panic and bewilderment. This draws attention once more to the absolute necessity of guiding marks and lights for aviators.

The "Daily Dispatch," in an article on Patronage, after drawing attention to the number of salaried officials rendered necessary by the establishment of Labour Exchanges, goes on to state: "Every one of these young men owes his appointment to his birth." No, no, no. Surely it should be, "owes his birth to his appointment!"

The Home Secretary has asked the police to make reports to him regarding "Mormon activities and propaganda." Nothing however, was said about impropaganda.

The Mormon missionaries in this country, it seems, take upon themselves the title of "Latter-day Saints." If half one hears about them be true the distinction certainly seems only fair to the Saints of former days.

"Fish never have toothache," said Mr. J. G. Turner, F.R.C.S., in a lecture at the Royal Dental Hospital. We would rather like to hear how Mr. Turner knows this. Our experience of fish is that they are extremely reserved, and one never hears them complain; but this is no proof that they do not suffer in silence.

Answer to a correspondent:—We fancy that in order to qualify for membership of the Royal Automobile Club you will have to purchase, anyhow, a pair of motor goggles.

NEWS FROM THE NORTH.**STUDENTS' DEMONSTRATION.**

Some days ago a number of students held a demonstration in a temple in Canton about three o'clock in the morning. A multitude of people, numbering several thousands, gathered round listening to the speeches delivered. On hearing the news the Viceroy, thinking another rising had taken place, dispatched troops and police to the scene. On arrival it was found that the students were only delivering lectures. There were no arrests, but the crowd was dispersed.

ANARCHISTS' REGULATIONS.

Among the papers discovered on the anarchists arrested in connection with the Canton rising, Admiral Li Chun was surprised to find a series of regulations governing the places they intended to capture. In these it was stated that the properties of the foreigners would be protected, and that no looting would be allowed. The regulations further stated that arms and ammunition would be supplied from a fund obtained from the wealthy people, at six per cent. per annum.

Sir John McLeavy Brown, Councillor of the Chinese Legation, has returned to London from Bonn.

SECRECY IN FOREIGN AFFAIRS.

Charles Roden Buxton writes in the London "Standard":—If the English people do not interest themselves in affairs abroad they will lose control of their own affairs at home. What does it matter to me, the average Liberal elector may say, what Franco does in Morocco, or Germany in Turkey, or Russia in Persia? "My dear sir," I reply, "there is one very obvious way in which it matters to you. You want a social programme, and you don't want it swamped by enormous expenditure on armaments. But your expenditure on armaments is a direct result of your foreign policy. It reflects the European situation as a barometer reflects the weather. You must go to the root of the matter. If you want the interests of peace and good-will, which are your interests and England's interests, to have their proper share of attention, you must manage somehow or other to bring democratic influence to bear on foreign policy."

For this we must have publicity, and the debate reported yesterday was a welcome sign. During the whole of the last Parliament there was not a single general debate on foreign policy; and for years past, when there has been discussion at all, it has not touched the general situation, but only specific questions such as the Congo or Somaliland.

EVILS OF SECRECY.

What is to be said against publicity? "Delicate negotiations," says the diplomat, "may be hampered by premature public reference." But the House of Commons has always shown a high sense of responsibility in these matters, and it was conspicuous in Wednesday's debate. "Continuity," we are told "cannot be observed in our foreign policy if the moods of the public are to be reflected in it; for those moods vary from time to time." What is the truth about this much-abused phrase, "Continuity"? In all that great mass of detailed work where no principle is involved, or where both parties are agreed, continuity is both possible and desirable. It is most necessary, again, in the matter of the strict observance of treaties and engagements of every sort. But beyond this continuity is impossible if our policy is to reflect the wishes of the people. For there are, whether we like it or not, differences of principle, and each side, when in power, must naturally desire to see its principles put into force.

What are the evils of secrecy? They are ten times greater than those of publicity. After all great questions, such as those of peace and war, are determined, in the last resort, by the mass of the people. The consequences of the prevailing ignorance are deplorable. The intense suspicion of foreigners which undoubtedly exists, and which any chance gust may fan into a flame, is caused by the fact that so few people have any conception of the individual foreigner as an ordinary human being. A German appears to their imagination as the helmeted and uniformed figure of the Tiffin Reform poster; not as what he really is—a farmer, labourer, shopkeeper, and so forth, exactly like themselves. With greater public knowledge, much of the nonsense talked about Germany will be relegated to its true place—the comic press.

Even in the matter of our material interests this ignorance is most unfortunate. Our legitimate interests in the Persian Gulf, for instance, would be far safer than they are if public opinion at home had a sober and reasonable appreciation of them.

A CASE IN POINT.

One of the most unhappy by-products of Foreign Office secrecy is the present unscrupulous party campaign against the Declaration of London. I do not say that the question is a simple one; but I do say that the most important factor in the case is almost universally ignored, simply because the English public has been kept in the dark about foreign relations. The truth is, of course, that to reject an international agreement arrived at after infinite trouble, and representing the high-water mark of common action attainable at the moment, is a very heavy responsibility; for this common action, so vital for the progress of the world, is infinitely difficult to bring about; but, deplorably easy to break down. That this fact should be so little understood is

due, not to insular isolation, but to sheer want of knowledge.

A secret foreign policy tends to become a conscienceless and materialistic one. It is democratic influence which brings in the larger human interests, the long-sighted considerations. There is something to be said for secrecy when you have a Bismarck behind the curtain, pulling all the wires with consummate skill. Otherwise it may be the veil for mere inaction and old-fashioned blundering. It is no wonder, however, that all the Chancellors of Europe should unite to maintain it. For a day will come along when the peoples, conscious of the enormous risks they run through leaving causes of dispute unsettled, will speak in a very different tone from the "whispering humbleness" with which they listen to their foreign ministers to-day. They will ask them why such-and-such questions cannot be settled; why, with all their boasted ingenuity, they cannot find a way out; and will demand that they should do what they are paid for, or make way for those who will.

Meanwhile, we fail even to gain the supposed advantages of secrecy. We do not prevent discussion, but we make discussion irresponsible. Certain newspapers discuss foreign affairs in a tone of pontifical authority, but without the responsibility or reserve which is secured by the official control of the press on the continent. Unfortunately, some of these papers are treated as being inspired by the Foreign Office. This is a most dangerous situation.

We are to-day at the mercy of a small school of writers on foreign policy who are able to "bluff" the public. By a cool assumption of universal knowledge, by obtuse allusion, by French and German tags sprinkled over their pages, they manage to convey the impression that their subject is remote and difficult, unintelligible to the ordinary man, and that they are its appointed high priests. It is the same principle on which the collector delights in legal jargon, and the doctor gives "the ill he cannot cure" a mysterious medical designation. The result of thus removing foreign politics from all touch with ordinary affairs and ordinary men is that human interests are ignored. The policy advocated becomes materialistic, "short-sighted," and, above all, timid. In the background of it lies the belief—an axiom unsupported by argument—in some destined and inevitable Armageddon towards which the whole creation moves. These writers fail to appreciate the new conditions of the industrial world, under which finance and commerce, not territory, have become the dominant considerations. They reduce foreign politics to a mere mathematical calculation of armies, fleets, and territories.

In the face of this real and ever-present danger, we need full opportunity of debate, and more frequent utterances by Ministers. Sir Edward Grey could do an immense amount to help forward his policy of peace if he would take the public a little more into his confidence. He could do as much good now by a speech on the European situation as Mr. Balfour did harm a year ago by his deplorable anti-German speech at Hanley.

It is an open question whether we should not go beyond this and demand the establishment of an official Committee of Foreign Affairs in Parliament on the lines of the French "Commissions." Such a committee would have the right to be fully informed by the Foreign Secretary, subject to his overriding right to refuse information where the public interest demanded it. It would not fail to keep the Foreign Office more closely in touch with public opinion, while from its expert character it would avoid any danger that may lie in premature and irresponsible criticism. Many traditions would have to be overcome before such a committee could be established. Meantime it is of the utmost importance that an unofficial committee should exist in Parliament to watch the course of foreign affairs and prevent some, at least, of the dangerous results of secrecy.

Eight coolies were charged before Mr. E. R. Hallifax for street-gambling. The first defendant was fined \$10 or fifteen days, while the remainder were fined \$2 each.

WISDOM WHILE YOU WAIT.

Mr. Holbrook Jackson.—Old masters are of little value to a live nation.

Judge Rentoul.—If there were no printing the House of Commons would be one of the most silent places on earth; the sole question among members is how many lines they will get in the newspapers.

Mr. S. Brighouse.—Colliers are, perhaps, a little rough, and a little bit coarse, but they say what they think and mean what they say.

Mr. Justice Lawrence.—A nagging wife is an irritating thing.

Miss Horniman.—Opposition is the best thing for any movement.

Miss Adela Knolly.—Girls to-day are generally very busy people. Their lives are full, either of study, social work, or pleasure.

Dr. Campbell Morgan.—Men are not talking about religion, or inquiring about it, or reading religious literature; they are simply letting things drift.

Mr. W. Register.—The permanent salaried official is obtaining too much power in England.

Mr. Bland Sutton.—A well-managed hospital, like a theatre with a good play, is sure to be filled.

Lord Robert Cecil.—Law is merely a generalisation of human experience.

Rev. Dr. Warshawer.—Many people dislike the theatre because they have not been to one and know nothing of it.

Dr. J. Jenkins Robb.—The position of the ordinary general practitioner to-day is anything but a happy one.

Mgr. Belo.—This young girl with the shy laugh has disappeared from our natural history, and is being replaced by a species which Schopenhauer would have called the "monkey with a pig-tail."

Lord Dunsany.—It is not from business that romance has fled, but from the worship of it.

Mr. J. A. H. Cotton.—It is to see men do what they cannot do themselves that people go to football matches.

Rev. A. Ripponer.—Drink is going down; and soon it will be as extinct as those animals whose footprints are imprinted in geological strata formed ages ago.

Mr. Thomas A. Edison.—The world pays big prices to the men who know.

Mr. Francis Perkins.—To be great in any art the individual must have touched, tasted and come through the height and depth of sensation.

Dr. Groville MacDonald.—No philosopher ever succeeded in defining the beautiful.

M. Jean Finot.—War has become a profession of dupes; it sheds plenty of blood and brings about infinite misfortunes, but its conquests are temporary and exclusive.

Mr. Philip Snowden, M.P.—The most religious work a man can do is to apply his religion to his politics.

Mr. Birrell.—The notion is far too widely spread that war is a glorious thing.

Sir Henry Hibbert.—It is a disgrace to the country that there should be any need to lecture fathers on the duty of giving their children all the education they can.

LATE SHIPPING NEWS.**PASSENGERS EXPECTED.**

Per Tonkin, will arrive at this port from Europe.—Mr. Cook, Mr. and Mrs. Todeschi, Capt. and Mrs. Giudicelli, Mr. and Mrs. Daurilla, Lieut. de Villedon de Courson, Captain Quenier, Capt. Duprat de La Loquette, Capt. and Mrs. Crepeaux, Mr. and Mrs. Fruteau, Mr. Bonadin d'Arcy, Revs. P. Lamothe, P. Guesdon, P. Poulhasan, P. Andrieux, Messrs. Bar, Berendgen, Weill & Schumacher.

Amsterdam is to be favoured with a visit by President Fallieres in July next. This event, which is directly due to the Government's invitation, is considered to be of great political interest.

All export firms at Hamburg report a very brisk export trade to Japan in view of the expectation that the new Japanese tariff will come into force on July 1.

H.M.S. CLIO DAMAGED.

When the gale which has been experienced during the week-end was at its highest early last Saturday morning a collision, fortunately not accompanied by loss of life, occurred in the river at Hankow. The N.Y.K. s.s. Singkiang Maru was bumping badly against the hulk and, having no steam up, was forced to employ a steam launch to tow her away from her dangerous position. The initial stages of the tow were accomplished successfully, but when in midstream the launch proved powerless to control the vessel against wind and stream, and the Singkiang drifted on to the bows of H. M. S. Clio. Drifting down with the current she carried away the Clio's starboard accommodation ladder and immediately afterwards collided with that vessel, buckling some plates badly. She finally got clear, and towed by the steam-launch, found an anchorage in mid-stream.—*"Hankow Daily News."*

To-day's Advertisements**NOTICE.**

I HAVE this day established myself as GENERAL MERCHANT and COMMISSION AGENT at No. 15 Prince's Building, 2nd Floor, under the firm name of DE SOUSA & Co.

E. V. M. R. DE SOUSA.
Hongkong, 10th May, 1911. [1119]

WANTED.—APARTMENTS for married couple, with child. State terms to XXX, c/o The "Hongkong Telegraph." [1118]

FOR SHANGHAI, KOBE AND MOJI.**THE Steamship**

"ARRATOON APCAR," Captain G. F. Hudson, will be despatched for the above ports on TUESDAY, the 16th inst., at Noon.

The Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120. For Freight or Passage, apply to DAVID SASSOON & CO. LD. Agents.

Hongkong, 10th May, 1911. [1117]

NOTICE.

I HE Underigned gives notice that from this day, he will not be responsible for any debts contracted by his wife JERONIMA ALLEN.

F. G. ALLEN.
Hongkong, 8th May, 1911. [1114]

Just Arrived**BRAMPTON ALUMINIUM FOR LADIES AND GENTLEMEN.****KING OF THE RING RACES MODEL. ROLLER SKATES****A GUIDE**

HOW TO SKATE ON ROLLERS BY RINKER.

G. PRIEN,

Telephone 174.
Hongkong, 10th May, 1911. [1116]

CLUB WHISKY.

CLUB WHISKY.

H. PRICE & CO., LTD.,

HONGKONG.

Hongkong, 8th May, 1911.

Intimations**BUTTER.****OUR**

"DAISY" BUTTER is the finest quality Table Butter imported.

We stock three other brands at prices to suit all.

The Dairy Farm Co., Limited.

POPULAR**"ASAHI" BEER**

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.
Hongkong, 7th April, 1911. [84]

NIPPON YUSEN KAISHA.**NOTICE TO CONSIGNEES.**

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship "ATSUTA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY. Goods not cleared by the 16th May, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 9th May, 1911. [85]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 3 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong: "EMPRESS OF JAPAN", Sat., May 20. "EMPRESS OF BRITAIN", Fri., June 16. "EMPRESS OF CHINA", Sat., June 10. "ALLAN LINE", Fri., July 7. "MONTAGUE", Wed., June 28. "EMPRESS OF INDIA", Sat., July 1. "EMPRESS OF IRELAND", Fri., July 28. "EMPRESS OF JAPAN", Sat., July 22. "ALLAN LINE", Fri., Aug. 18. "EMPRESS OF CHINA", Sat., Aug. 12. "EMPRESS OF BRITAIN", Fri., Sept. 8.

"Empress" Steamers will depart from Hongkong at 6 p.m. "Montague" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus. Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car, while crossing the American Continent by Canadian Pacific direct line).....£71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston. SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (General Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port...£48/- Via New York...£45/- For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. GRADDOCK, General Traffic Agent, Corner Paddar Street and P'aya (opposite Blake Pier).

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

TIENSIN & SWATOW CHEONGSHING* Thursday, 11th May, Noon. SINGAPORE, PENANG & CALCUTTA LAISANG* Saturday, 13th May, Noon. MANILA WINGSANG* Saturday, 13th May, 2 p.m. SHANGHAI & SWATOW CHOYSANG* Sunday, 14th May, 11 a.m. SHANGHAI KWONGSANG* Monday, 15th May, Noon. SANDAKAN MAUSANG* Monday, 15th May, Noon. SHANGHAI, KOBE, & MOJI FOKSANG* Monday, 29th May, Noon. SINGAPORE, PENANG & CALCUTTA KUTSANG* Wednesday, 31st May, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days). The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Kudat, Lahad Datin, Simporna, Tawau, Uluken, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHEW & CO., LD. Telephone No. 215.

Hongkong, 10th May, 1911.

BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, SEATTLE and PORTLAND (Or.) via SHANGHAI and JAPANESE PORTS.

| Steamer | Tons | Captain | On or about |
|-----------|-------|--------------|-------------|
| "KUMERIC" | 6,262 | G. B. McGill | 30th May |
| "LUCERIO" | 6,400 | J. Mathis | 30th June |

Not calling at Shanghai.

To be followed by other steamers of the Company at regular intervals. The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucerio" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, P'aya Central.

Telephone No. 780, Hongkong, 1st May, 1911.

JEBSEN & CO.,
KING'S BUILDING.

Proposed Sailings of Steamers for HOIHOW—HAIPHONG—PAKHAI—TAMSUI.

For HOIHOW, PAKHAI & HAIPHONG: "Triumph".....1,750.....May 18th, 9 a.m. The steamers are of the most modern type, fitted throughout with Electric Light and have splendid accommodation.

For further particulars as to passage and freight, apply to

JEBSEN & CO.

Telephone 305, Hongkong, 9th May, 1911.

Shipping—Steamers

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

| DESTINATIONS. | STEAMERS. | SAILING DATES, 1911 |
|---|---|--|
| MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.... | AKI MARU, Capt. K. Homma, Tons 7,000 MISHIMA MARU, Capt. A. E. Moses, Tons 9,000 KAGA MARU, Capt. M. Hagino, Tons 7,000 | WEDNESDAY, 10th May, at Daylight WEDNESDAY, 24th May, at Daylight WEDNESDAY, 7th June, at Daylight |

| | | |
|-------------------------------|---|-------------------------------|
| VICTORIA, B.C., & SEATTLE ... | KAMAKURA MARU, Capt. B. Kon, Tons 7,000 | SATURDAY, 20th May, from KOBE |
|-------------------------------|---|-------------------------------|

| | | |
|---|--|---|
| VICTORIA, B.C., & SEATTLE via KWSUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SUITOMO & YOKOHAMA | AWA MARU, Capt. Iritawa, Tons 7,000 INABA MARU, Capt. S. Tomimaga, Tons 7,000 | TUESDAY, 23rd May, at 4 p.m. TUESDAY, 20th June, at 4 p.m. |
|---|--|---|

| | | |
|---|--|--|
| SYDNEY & MELBOURNE, via MANILA, TRINIDAD ISLAND, TOWNSVILLE and BRISBANE..... | KUMANO MARU, Capt. M. Winkler, Tons 6,000 YAWATA MARU, Capt. J. Nagao, Tons 5,000 | FRIDAY, 12th May, at Noon. FRIDAY, 9th June, at Noon. |
|---|--|--|

| | | |
|-----------------------|--|-------------------|
| SHANGHAI, MOJI & KOBE | HAKATA MARU, Capt. A. Mooker, Tons 7,000 | FRIDAY, 12th May. |
|-----------------------|--|-------------------|

| | | |
|-----------------------------|---|---------------------------------|
| NAGASAKI, KOBE and YOKOHAMA | YAWATA MARU, Capt. J. Nagao, Tons 5,000 | WEDNESDAY, 10th May, at 11 a.m. |
|-----------------------------|---|---------------------------------|

| | | |
|-------------------|---|--------------------------------|
| KOBE and YOKOHAMA | ATSUTA MARU, Capt. Wm. Thompson, T. 9,000 | THURSDAY, 11th May, at 11 a.m. |
|-------------------|---|--------------------------------|

| | | |
|-----------------|--|--------------------|
| BOMBAY, &c. ... | COLOMBO MARU, Capt. Salter, Tons 5,000 | TUESDAY, 16th May. |
|-----------------|--|--------------------|

§ Fitted with new system of wireless telegraphy. † Cargo only.
* Carries deck passengers.

CHEAPEST SUMMER RATES

between

HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911

Special Excursion Tickets (1st & 2nd class) available for 3 months.

| | YOKOHAMA | KOBE | MOJI | NAGASAKI |
|-----------------|----------|---------|---------|----------|
| RETURN. | RETURN. | RETURN. | RETURN. | RETURN. |
| 1st Class | \$120 | \$110 | \$100 | \$90 |
| 2nd | \$ 80 | \$ 70 | \$ 60 | \$ 50 |

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
Manager.

CHINA NAVIGATION
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | STEAMERS. | To Sail. |
|----------------------------|---------------|------------------|
| SHANGHAI..... | "ANHUI"..... | 11th May, 4 p.m. |
| SHANGHAI..... | "CHENAN"..... | 13th " M'night. |
| MANILA, CEBU & ILOILO..... | "TAMING"..... | 16th " 4 p.m. |
| SHANGHAI..... | "LUCHOW"..... | 18th " 4 p.m. |
| MANILA, CEBU & ILOILO..... | "TEAN"..... | 23rd " 4 p.m. |

DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Teon" and "Taming" saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. saloon accommodation of a.s. "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinghua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 86, Hongkong, 10th May, 1911.

Shipping—Steamers

HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to

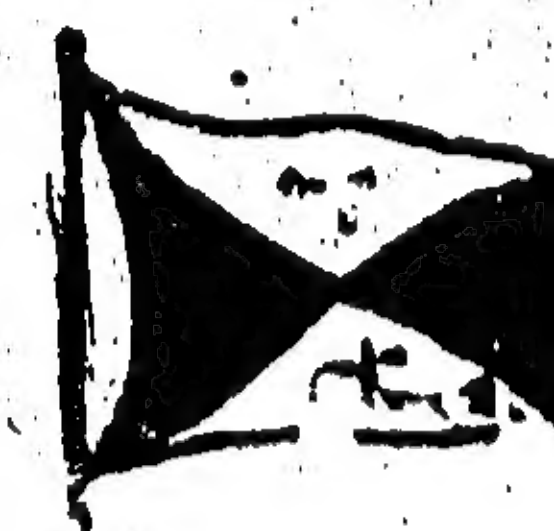
Marseilles, Havre, Bremen and Hamburg and to New York.

Taking cargo at Through rates to all European Northern Continental British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

| OUTWARD. | HOMEWARD. |
|---|--|
| For Shanghai, Kobe & Yokohama: S.S. Scandia 18th May " Slavonia 4th June " Fegovin 15th June " Spuzin 1st July " Sile in 12th July " O. Ferd. Laeiz 28th July | For Rotterdam, Hamburg & Antwerp: S.S. Sachsen 26th May For Marseilles, Havre & Hamburg: S.S. Bayern 30th May For Rotterdam & Hamburg: S.S. Aradia 1st June For Havre & Hamburg: S.S. Frelenfels 9th June |

For Further Particulars, apply to—
Hamburg-Amerika Linie, Hongkong Office. [959]

HONGKONG—
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

| Steamship. | Tons. | Captain. | For | Sailing Date. |
|--------------|-------|-------------|-----------------------|-----------------------------|
| RUBI | 4000 | S. Crosby | MANILA, CEBU & ILOILO | WEDNESDAY, 10th May, 4 p.m. |
| ZAFIRO | 4000 | M. C. Smith | MANILA, CEBU & ILOILO | |

For Freight or Passage apply to

SHEWAN, TOMES & CO. GENERAL MANAGERS.

Hongkong, 21st April, 1911.

A. R. MARTY.

HONGKONG—HOIHOW—HAIPHONG—PAKHAI.

Highest Class, Fastest, and Up-to-date Steamers on the Coast, having accommodation for First-class Passengers.

Electric Light, Excellent Cuisine, and Wireless Telegraphy.

For Steamship Captain Tons Leaving
PAKHAI & HAIPHONG. "Hanoi" May 17, 10 a.m.
HAIPHONG "Hongkong" "Carnelissen, 840." "Uncelesin."

For Freight and Passage, apply to

A. R. MARTY,

24, Des Vaux Road,

Telephone 118.

Hongkong, 9th May, 1911.

[1093]

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

| Steamers | Arrive Hongkong from Australia | Leave Hongkong for Australia. |
|-----------------|--------------------------------|-------------------------------|
| St. Albans..... | May 5. | May 27th, at Noon. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co., Agents. [907]

TOYO KISEN KA SHA

Imperial Japanese Trans-Pacific Mail Line.



SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

| Steamer | Tons | Captain | Date of Sailing. |
|-------------------|--------|-------------|------------------------|
| Tenyo Maru | 21,000 | E. Bent | Friday, May 12, 1 p.m. |
| Nippon Maru | 11,000 | H. S. Smith | Friday, June 2, 1 p.m. |

† Triple Screw, turbine engine. * Twin Screw.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. The Twin Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KIELING, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 12th May, at 1 p.m.

SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO.)

Only Regular Direct Service to Mexico, Panama and Chilean Ports (PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).)

| Steamer | Tons | Captain | Date of Sailing. |
|---------------------|--------|--------------|---------------------------|
| Hongkong Maru | 11,000 | H. Hinokuma | Saturday, June 17, 1 p.m. |
| Kiyo Maru | 17,200 | H. Nishi | Tuesday, Aug. 15, 1 p.m. |
| Buyo Maru | 10,200 | K. Hashimoto | Saturday, Oct. 14, 1 p.m. |

† Steamers "HONGKONG MARU" will be despatched for KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on SATURDAY, 17th June, at 1 p.m.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

THE POLO CUP.

CAPTAIN HARDRESS LLOYD DISCUSSES THE VISIT TO AMERICA.

Captain Hardress Lloyd, the captain of the English team of polo players who are going to America to endeavour to regain the International Polo Cup, had some interesting observations to make when asked by a representative of the "Pall Mall Gazette" last month as to their prospects.

"One must not count one's chickens before they are hatched," was his cautious reply to the question as to whether it was likely that the team will return with the cup which the Americans won at Hurlingham two years ago. But it was evident from further information which Captain Lloyd gave that the greatest care has been taken in preparing for the visit.

Discussing the reason of the American team's overwhelming success when over here, Captain Lloyd explained that in his opinion it was due not, as some people thought, to the superiority of the ponies, but rather to the fact that England was not able to put into the field a regular team, the members of which had previously played much together.

The Americans, on the other hand, as a team were exceptionally well together, knowing each other's play exactly. "I myself," he added, "was mounted on ponies quite as good as any the American team had."

THE QUESTION OF
COMBINATION.

When the English team faces the American at Meadowbrook in June, the former will not be handicapped by this disadvantage. "We have all played together," said Captain Lloyd, "except Captain Chespe and Mr. Palmes. Each of them, however, has constantly played with Captain Barrett. Mr. Edwards and myself, Captain Barrett and myself, and Captain Wilson, Mr. Edwards, and myself have all played together before.

"Then I have five weeks—when we reach America—in which to get the team together, and my opinion is that if you cannot get a team of players—provided they have all been brought up in the same school of polo—together in that time you will never be able to do so. All the members of our team learnt their polo in India."

"Do you consider that India is the best school for a polo player?"

Captain Hardress Lloyd laughed. "I will not say that India is the best school," he remarked. "Mr. Buckmaster, who is the best player we have, learnt his polo in England. India, however, is a fine school. There you have no other distraction—you have nothing else to do but to play polo."

Asked if he or any other member of the team had played in America before, Captain Lloyd replied that none of them had, with the exception of Captain Wilson, who, he thinks, has played a little out there.

ACCLIMATISING THE
PONIES.

As regards the question of acclimatisation, Captain Lloyd has no doubts. Both the members of the team and the ponies, he considers, will have ample time to become accustomed to the change. "Mr. Whitney told me," he explained, "that they consider in America that June is the best month in the year for polo. If it is not too hot for them, it will not be too hot for us. As regards the ponies, I made very careful inquiries, and I found that this is the most favourable time of the year in which to send them to America—provided, of course, they have a good voyage. Our ponies, I am glad to say, had a very good voyage indeed."

The personnel of the team which will oppose the English players is not known to Captain Lloyd, but it is believed that it will be the same as that of the team which won the Cup two years ago. The selection of the four players to represent England in the first match will, it is made by Captain Lloyd, and shortly after the match.

OUR CONTEMPORARIES.

WHAT THEY THINK.

BRITISH TARS FOR BRITISH SHIPS.

The State supports training ships for boys who have been committed by magistrates to reformatories or industrial schools, but leaves almost entirely to charity the support of training ships for boys of good character, only a limited number of whom can therefore be maintained. This virtually amounts to the State putting a premium on juvenile crime, and explains the experience of the magistrates who remarked upon the number of youths brought before him for offences deliberately perpetrated in order to be sent to a training ship. This, as the "Pall Mall Gazette" aptly remarks, is a monstrous and intolerable condition of things. At present 75 per cent. of the crews serving on British ships are foreign or Asiatic. No wonder, then, that British shipowners are beginning to show alarm and that they are urging the Board of Trade to do something more practical than has so far been attempted. Undoubtedly the subject is one that for adequate treatment demands more knowledge, more foresight and breadth of view, more thoroughness and genuine patriotism than it has hitherto generally received.

Daily Press.

JAPAN AND KOREA.

It must be said to the credit of the Japanese Government that, broadly speaking, its policy in Korea seems to be dictated by a desire to protect the Koreans against the Japanese. The Company Law was promulgated at a time when the emoluments paid in connection with the annexation had just been handed over to the persons concerned, and it was evidently directed against any wild schemes which might be floated for the benefit of the credulous Koreans. It is acknowledged even by the Japanese Press that the procedure of Japanese business men in the peninsula in the past has tended towards taking a somewhat shady character. Revolutions recently made in regard to one scandal were taken by the "Seoul Press," the official organ, as an opportunity to warn Japanese merchants that greater strictness would be exercised in the future. Thus the Government's attitude is to some extent justified, though to Western ideas it savours of the tyrannical. But criticisms of the Government are not confined to the daily journals, nor to Korean affairs. The weightier magazines contain articles by well-known publicists and literateurs, expressing a general dissatisfaction with the administration of affairs, referring not only to the tendency of the Government to suppress free discussion, but also to its failure to relieve the heavy burden of taxation, to the corruption observable in political circles, and to the vagueness of the foreign policy, which lends the Government into false positions.

South China Morning Post.

GERMAN SHARE LAW.

The petitions first came before the Petitions Commission of the Reichstag, that body eventually deciding by a majority to forward them to the Imperial Chancellor, with the suggestion that shares issued under the proposed law should only be admitted to German Bourses under the same restrictions as are imposed upon foreign shares of small denomination. To this there could be no objection on the part of the petitioners, and a complete understanding has, it appears, been reached between the Far Eastern merchants concerned and the representatives of the Imperial Government present at the meetings of the Petitions Commission. This being so it is fairly safe to assume that an equivalent Bill, giving fullest scope to the wishes of German enterprise in the Far East, will on this occasion have no difficulty in passing the Reichstag. Already the new law has been accepted in the Diet, and it may be assumed with certainty that there will now be no delay since

the wish of the German communities in the Consular districts mentioned and in Kowloon in particular is, quite naturally, to emancipate themselves from a position of affairs which has without a doubt been distasteful to them, to say the least, and a great inconvenience.

Consignees.

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"BLO. MONTEN."

Captain J. B. Patterson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Friday the 12th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & CO

Agents.

Hongkong, 6th May, 1911. [1114]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BUELOW."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th of May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th of May, at 9.30 a.m.

All claims must reach us before the 14th of May, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO.

General Agents.

Hongkong, 3rd May, 1911. [7]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"PESIAWUR."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th May, 1911. [4]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 875 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 14th Aug., 1910. [24]

ENTERTAINMENTS.

BIJOU SCENIC THEATRE.

(FLOWER STREET.)

EVERY EVENING! EVERY EVENING! at 9.15 p.m. sharp. CINEMATOGRAPH VAUDEVILLE

CHAS. MACKAYE, Scotch Comedian.

IMPERSONATION OF HARRY LAUDER.

MISS GRACE WILSON. MISS GRACE VVENE.

The only place to pass an enjoyable evening. Electric Fan Throughout Theatre.

SPECIAL PICTURES THIS WEEK.

"THE HOBBLE SKIRT." THE HEART FORGIVES.

SHOOTING RAPIDS IN JAPAN and A MAX LINDER.

Lessee and Manager: R. H. STEPHENSON.



THE "GARRICK" CIGARETTES

(handmade).

Manufactured from the Highest Grades of Bright Virginia Tobacco and packed in Air tight tins of 50.

Sold Everywhere.

LAMBERT & BUTLER, ENGLAND.



TRADE

MARK

THE BERNSE ALPS MILK CO

STALDON EMMENTHEL, SWITZERLAND.

"No. 10" SCOTCH WHISKY.

BOTTLED AT DUNDEE, SCOTLAND.

Agents: F. BLACKHEAD & CO.,

HONGKONG & CHINA.

CLARK & CO.

Scientific

Opticians

YORK BUILDINGS,

CHATER ROAD,

Ground Floor.

WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD CENTRAL.

[1093]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

GRAVING DOCK

787ft. by 88ft. by 84ft. 6 in. Pumps empty Dock in 2-4 hours.

THREE PATENT SLIPWAYS

taking vessels up to 2,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT

SHOPS RANGING UP TO 100 TONS.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

ENTERTAINMENTS.

Theatre Royal.

RETURN VISIT FOR

TWENTY NIGHTS ONLY

OF

HENRY DALLAS

and his Company

"THE FOLLIES."

FRIDAY and SATURDAY,

May 12th and 13th.

Plans Now Open at

MOUTRIE'S.

Business Manager:

Harry A. Dooley.

Hongkong, 6th May, 1911. [1110]

THE "Empire" Cinematograph Theatre.

Des Vaux Road CENTRAL.

THE HOUSE OF GOOD THINGS.

UP-TO-DATE SPLENDID FILMS.

A Big Hit of the Eminent Artists:

Mr. Falanto.....BARITONE

Miss Salvati.....SOPRANO

Miss Bascans.....Duo

HIGH-CLASS MUSIC.

2 Performances: 7.15 & 9.15 p.m.

Matinees:

Saturdays & Sundays, 4.30 p.m.

Coming, the well-known Troupe

CHING-LING-FOO.

Hongkong, 6th May, 1911. [862]

VICTORIA SKATING RINK

Next Door to the Empire.

This Rink will be open during the

month of May, from 4 p.m.

3 SESSIONS DAILY: 5 to 7 p.m.

7.15 to 8.45 p.m. 9 to 11 p.m.

Hongkong, 6th May, 1911. [890]

STEAM LAUNDRY CO. 6

YAU MATI.

Established 1899.

THE only successful Steam Laundry in the Far East. The only

Laundry in the Colony under

European Supervision.

Filtered Water. Regular Delivery.

Flannels and underwear washed by

skilled Japanese.

Monthly rates quoted. Dry cleaning

a specialty. Depot No. 4, Beaconsfield

Avenue. Tel. K32.

R. WOOD,

Manager.

Hongkong, 1st Mar., 1911. [981]

PHONE 482.

HONGKONG MOTOR

GARAGE.

TRY OUR

New 40 H. Power

RUBY COLOUR

CARS

Carry 6 Passengers.

THE BEST AND NOISELESS

\$8 p r hour.

DRAGON CYCLE DEPOT,

63, Des Vaux Road Central. [41]

Shipping-Steamers.

DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 days.)

HAIVANG... Capt. A. B. Hodgins... FRIDAY, 12th May, at 11 a.m.

HAITAN... Capt. J. S. Roach... TUESDAY, 16th May, at 11 a.m.

HAICHING... Capt. W. C. Pasmore... FRIDAY, 19th May, at 11 a.m.

FOR SWATOW AND RETURN. (Occupying 3 Days.)

Haimun... Capt. J. W. Evans... SUNDAY, 14th May, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Laprak & Co.,

General Managers.

[957]

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Expected on or about From Will leave on or about

Tjilatjap 1st half May.....JAPAN 1st half May SHANGHAI.

Tjibodas 1st half May.....JAPAN 1st half May JAYA

Tjimahi 1st half May.....JAPAN 2nd half May JAYA

Tjipanas 2nd half May.....JAPAN 2nd half May JAYA

Tjikini 2nd half May.....JAPAN 2nd half May JAPAN

Tjitaroen 1st half June.....JAPAN 1st half June SHANGHAI.

The steamers are all fitted throughout with Electric Light, and have

accommodation for a limited number of saloon passengers, and will take cargo

to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

York Buildings.

[974]

Regular Steamship Service to New York.

via PORTS and SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER" About 11th

CASTLE" May.

For Freight and further information,

apply to

DODWELL & CO., LTD.,

Agents.

Hongkong, 4th May, 1911. [1107]



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"DELTA,"

Captain E. P. Martin, R.N., carrying His Majesty's mails, will be despatched from this for Bombay, &c., on

SATURDAY, the 13th May, 1911,

at Noon, taking passengers and Cargo in connection with the Company's s.s.

"Mooltan," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Bulk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s.

"Persia," due in London on the 25th June, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

SHARE REPORT.

Corrected to 5 p.m., 10th May, 1911.

Correspondence has passed between Mr. G. Friesland and Sir Francis Piggott in regard to the subscriptions for the Coronation Celebrations. Mr. Friesland forwarded to the Chief Justice a cheque for \$7,825, saying that "the members of the German community have gladly taken the opportunity to show their full appreciation of the kindness shown by the British Colony in connection with the intended visit of H.I.H. the German Crown Prince to Hong-kong, also on the occasion of the funeral of the late Admiral Guehlhor." Sir Francis Piggott wrote acknowledging the subscription, its munificence, the spirit in which it had been given, and expressing the hope that "the visit of His Imperial and Royal Highness your Crown Prince is only deferred another year."

COMMERCIAL

EXCHANGE

| Selling. | |
|--|-----------|
| London—Bank T.T. | 1/3 11/16 |
| Do. Demand | 1/3 |
| Do. 4 months' sight | 1/3 3/4 |
| France—Bank T.T. | 2 23/4 |
| America—Bank T.T. | 41 |
| Germany—Bank T.T. | 1 8 1/4 |
| India T.T. | 135 |
| Do. Demand | 135 1/2 |
| Shanghai—Bank T.T. | 7 1/4 |
| Sing.—Bank T.T. per H.K. \$100 77 1/2 | |
| Japan—Bank T.T. | 8 1/4 |
| Java—Bank T.T. | 108 1/2 |
| Buying. | |
| 4 months' sight 1/4C. | 1/10 |
| 6 months' sight 1/4C. | 1/10 1/4 |
| 90 days' sight San Fco & N. York 41 1/2 | |
| 4 months' sight do. | 45 1/2 |
| 90 days' sight Sydney & Mel- bourne | 1/10 1/4 |
| 4 months' sight France | 2 3/4 |
| 6 months' sight do. | 2 85 |
| 4 months' sight Germany | 1 8 1/4 |
| Bar Silver | 21 9/10 |
| Bank of England rate | 3 1/2 |
| Sovereign | \$19.98 |

SHIPPING NEWS.

MAILS DUE.

C. (Empress of Japan) 12th inst.
German (Gneisenau) 16th inst.
German (Dorfflinger) 17th inst.
American (Koren) 19th inst.
German (Coblenz) 29th inst.
American (Siberia) 30th inst.

The Canadian Pacific Railway Company's R.M.S. Empress of Japan arrived at Shanghai on 9th inst., at 8 a.m., and leaves again at 7 p.m. same day for this port where she is due to arrive on 12th inst., at 7 a.m.

The Mogul Line s.s. Sikh left the United Kingdom on the 6th inst. for this port via the Straits.

The Canadian Pacific Railway Company's R.M.S. Empress of India left Yokohama for Victoria and Vancouver, B.C., on the 9th inst., at noon.

ARRIVALS

Douvanha, Br. s.s., 8,091, J. F. Powell
10th May—Shanghai 6th
Ming, Mail and Gen.—P. &
C. S. N. Co.

Daijin Maru, Jap. s.s., 839, Y. Yamu-
moto, 10th May—Swatow
9th May, Gen.—O. S. K.

Haiyang, Br. s.s., 1,362, A. E. Hodg-
kins, 10th May—Foo-oo
via Swatow 7th May, Gen.—
D. I. & Co.

Saint Kilda, Br. s.s., 2,161, John
Llura, 10th May—Barro-
Dock 25th Mar., Coals—
Order.

Sibir, Rus. s.s., 2,175, Levontzas, 10th
May—Mojil 4th May, Coals—
B. & Co.

Anhui, Br. s.s., 1,850, J. B. Harris
10th May—Canton 10th
May, Gen.—B. & S.

Szechuen, Br. s.s., 1,142, J. G. G. 10th
May—Canton 9th May, Gen.—
C. N. Co.

Cheong Shing, Br. s.s., 1,227, Liddell
17th May—Canton 14th May
Gen.—J. M. & Co.

Aermann, Br. s.s., 6-0, C. Lysen
10th May—Sydney via Su-
lands 25th Mar., Kopr.—
S. & Co.

CLEARANCES AT THE HAR-
BOUR OFFICE.

Devaulin, for Shian ghai.
Kwangee, for Teintan.
Rubi, for Manila.
Atenta-marn, for Kobe.
Suavi, for Singapore.
Sajnt Kilda, for Wei-hai-wei.
Amisen, for Hellow.
Locksun, for Hellow.

May 10.

Hakunan, for Swatow.
Yawata-maru, for Yokohama.

Aki-na-u, for Singapore.
 Choshun-maru, for Swatow.
 Kwangsang, for Canton.
 Kwangtai, for Canton.
 Si-Kiang, for Haiphong.
 Rubi, for Manila.
 Devaria, for Shanghai.
 Halwan, for Hoihow.
 Keongnai, for Bangkok.
 Samven, for Bangkok.
 Atsuta-maru, for Yokohama.
 Vestfold, for Hoihow.
 Cathay, for Port Said.
 Suevin, for Singapore.

PASSENGERS ARRIVED

Per Haiyang, arrived 10th May
from Foochow via Swatow:
Aoki Mitchell, Mrs.
Leyto C. B.
Lewis, Mr. and Reni, C. do
Mrs. G. Raddlatzy, M.
R. D. D. 10.1

| | |
|-------------------------------|-------------------|
| Per Germania, arrived on 10th | |
| May from London, &c:— | |
| Bird, F. A. | Gamble, Mrs. L. |
| Basult, P. O. | Honett |
| Bolk, F. W. | Kabel, J. S. |
| Briggs, Miss | Moss, J. |
| Byers, Miss | Meado, F. |
| Court, Mr. and | Miller, K. M. |
| — Mrs., child and | Neilon, R. |
| infant | Pearce, Miss C. |
| Cassum, A. R. | Peplor, E. |
| Cohen, Mr. and | Rushton, W. F. |
| Mrs. | Singleton, F. |
| Chloe | Stock |
| Choe | Smith, Dr. |
| Downs, Mr. and | Stanley, Dr. |
| Miss | Taylor, Mrs. H. |
| Gilbert, S. | Woodhouse, Lt. |
| Garrow, H. | E. |
| Gibson, Miss | Tate, H. |
| Goldie, Mr. and | Warrington, A. |
| Mrs. | |
| Per Germania, arrived on 10th | |
| May from Sydney via Islands:— | |
| Elsheit | Schue, Dr. |
| Krumling, Capt. | Voigt, Miss |
| and infant | Victorine, Pastor |
| Pointint, Mr. & | |
| Mrs. | |

PASSENGERS DEPARTED

Per Si-Kiang, for Haiphong
on 10th May:—
Franlob, Mr. & Liang, Y.
Mrs. Toma, Mrs.
Kai Shung, H. Yo-nay, Mrs.

| | |
|------------------------------|------------------|
| Por Aki Maru, sailed on 10th | |
| May, for London, &c.:— | |
| Andrews, Miss J. | Matsudo |
| Asada, Capt. | Murray, D. W. |
| Caldwell, Mr. & | R. (|
| Mrs. Geo. | Musso, Mrs. and |
| Clear, C. A. | 2 children |
| Daikuhara, Prof. | Narazaki, J. |
| Ellis, Mrs. and | Ohno, K. |
| child | Ohtani, Y. |
| Enguchi, Sur- | Owen, Mr. and |
| geon Major | Mrs. and two |
| Everall, Mrs. & | children |
| 2 children | Poti, Mr. & Mrs. |
| Franklin, Mrs. & | Purdon, Mr. & |
| 3 children | Mrs. E. H. C. |
| Fujita, N. | Ramirez, Mrs. |
| Goodman, Mr. & | & 4 children |
| Mrs. | Sudzuki, Mrs. |
| Goto, S. | Hana. |
| Hay, Mrs. | Saeki, |
| Hironaka, J. | Saeki, H. |
| Ichiji, S. | Sakanoto, Miss |
| Ito, J. | N. |
| Iwanaga, S. | Sekikawa |

POST OFFICE

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

The Public are informed that the Parcel Mails for the British Post Offices at Shanghai and Hankow placed on board the s.s. Asia have been lost in the wreck.

HOTEL VISITORS

GRAND HOTEL

| | |
|------------------|------------------|
| Aurely, J. | Nanninga, P. W. |
| Baudevin, Dr. | L. |
| Bauckham, E. W. | Offer, K. |
| Brühl, E. | Petersen, A. |
| Crew, Mr. & Mrs. | Fyohren, Ph. |
| A. B. | Ragge, Dr. |
| Eudlich, Dr. R. | Ramirez, Mr. & |
| Fein, Consul and | Mrs. J. V. |
| Mrs. H. O. | Stewart, Capt. |
| Heckscher, H. R. | & Mrs. A. H. |
| Hondyk, A. O. | Stonemann, H. F. |
| Hood, T. | Taylor, R. |
| James, B. | Wintermeyler, E. |
| Kelly, Mr. | Whittaker, J. H. |
| Key, Dr. F. | and family |
| Mason, Capt. and | Wilder, Mr. & |
| Mrs. H. W. | Mrs. E. |
| Moonoy, E. J. | Wigard, M. |
| Nicholas, C. E. | Zwelman, V. C. |

ASTOR HOUSE

Allison, J. L. Mody, N.
 Anderson, J. W. Morris, Mrs. K.
 Baeana, Miss J. de
 Beal, J. P. Murray, A.
 Brand, L. Murray, W. R.
 Brown, J. L. Norris, D. W.
 Bradvad, A. O'Connor, Mrs.
 Buron, Mrs. Van E. A.
 Caldwell, Miss E. Palmer, H. G.
 B. Paulnich, Mr. &
 Clark, J. S. Mrs. O.
 Craig, J. P. Pommerae, M.
 Dahne, F. de la
 Dale, R. Pond, E. H.
 Davis, Mrs. I. Ricussel, Mr.
 Davis, Mr. & Mrs. Ramsey, T. O.
 W. W. Rondon, L.
 Delin, P. Salvati, Miss
 Doctor, M. J. Saussine, Mme
 Drake, A. Schnor, Dr.
 Dupont, V. H. M. Sin Chuk Sang
 Engsthor, Ph. Smith, J.
 Falanto Sprinkle, W.
 Gilpin, W. Stephens, Mrs.
 Gourgey, M. M.
 Hadley, D. J. Stevens, E.
 Henry, D. E. Tanyoco, G.
 Holman, G. Taylor, Mrs. W.
 Jamias, C. O.
 Jones, H. O. Tong, W.
 Joseph, J. Turner, J.
 Jourand, Mlle. Utley, A. P.
 Kahn, D. H. Voigt, M.
 King, Mr. and Walsh, E.
 Mrs. J. L. Walker, F. W.
 Krumling, Mr. & Whinery, R. H.
 Mrs. J. Williams, W. A.
 Lo, T. H. Wright, T.
 Lotze, E. Wright, Mrs. T.
 Mansfield, B. D. M.
 McHenry, J. H.

HONGKONG HOTEL.

| | |
|-----------------------------|----------------------------|
| Adam, H. | Marriott, Dr. |
| Andrew, J. I. | McDaniel, M. |
| Andrew, S. | C. L. |
| Birohenough, W. H. | McGrath, Mrs. R. |
| Bird, F. P. | McIntyre, C. |
| Bissoll, Mr. and Mrs. H. H. | McIntyre, C. |
| nurse & 2 children | Melby, E. H. |
| Book, Miss L. J. | Merecki, J. |
| C. | Miller, Mr. and Mrs. J. J. |
| Boddington, H. K. A. | Milne, Mrs. |
| Bolk, T. W. | Mitchell, M. |
| Brown, C. E. | Berkley |
| Brown, S. M. | Mitchellmore, V. |
| Bulan, G. | Moulder, Mr. |
| Burr, Mr. & Mrs. F. H. | Mrs. A. B. |
| Cattall, A. S. | Munco, Mr. and Mrs. R. L. |
| Chandler, M. H. | North, W. |
| Chilvers, P. T. | Nye, P. H. |
| Clarke, W. E. | D'Oottingol, |
| Cleat, C. A. | Ogden, J. O. |
| Cohon, Mr. and Mrs. E. | Oliphant, F. |
| Condon, H. L. | Osborne, Mr. |
| Corwin, A. F. | Mrs. J. K. |
| Dalglish, Mrs. Dare, H. | Picton, J. B. |
| Davidson, N. K. | Potts, P. O. |
| Dooley, H. A. | Pritchard, T. |
| Drow, W. C. | Purviance, C. |
| Eames, E. J. W. | tain and M. |
| Edgar, W. A. | S. A. |
| Elvonefs, Mr. & Mrs. H. C. | Rankin, H. I. |
| Eldridge, T. J. | Ray, E. H. |
| Esom, F. | Mrs. & Mrs. S. |
| Fielton, E. | Richmond, F. |
| Fielting, H. M. | Ritsen, C. P. |
| Fisher, H. G. | Robinson, C. |
| Forrester, J. | R. J. |
| Franlob, Mr. and Mrs. | Rushon, H. |
| Friedman, M. A. | Salle, E. |
| Fuller, Denman | Schapper, A. |
| Garrow, H. | Screws, Mr. and Mrs. A. |
| Gibson, Miss E. M. | Mrs. & child |
| Gilloon, J. B. | Smith, J. W. |
| Goulbourn, V. | Solomon, H. |
| Hall, Capt. T. P. | Spalding, I. |
| Hamilton, J. C. | and Mrs. D. |
| | Spittles, J. |
| | Spruce, H. |

| | |
|----------------------|----------------|
| Hancock, Capt. | Square, Miss |
| Hannibal, Mr. & Mrs. | Stainer, Lt. a |
| Harnett, B. A. | Mrs. C. E. |
| Hewett, Hon. Mr. | Stevens, O. A |
| and Mrs. E. A. | Stok, J. E. V |
| Hough, Dr. S. | der |
| Innes, R. | Stone, Mr. a |
| | Mrs. C. L. |
| | Tarler, G. C. |

| | |
|-----------------|-----------------|
| Joseph, H. M. | Taylor, M. |
| Kadoorie, Mr. & | Henry |
| Mrs. E. A. | Taylor, J. W. |
| Keith, E. S. | Tatt, Capt. W. |
| King, E. N. | Villeneuve, M. |
| Kraft, Mr. and | and Mrs. |
| Mrs. W. D. | F. de |
| Klimanek, P. H. | Walton, H. W. |
| Lampman, H. | Wanzor, M. |
| A. | L. V. |
| Lloyd, G. T. | Welrs, G. |
| Luady, G. H. | Wilcox, M. |
| Lynch, J. J. | W. |
| Lyon, Mr. and | Wilder, Mr. and |
| Mrs. H. K. | Mrs. A. A. |
| Macfarlane, | Wilson, F. W. |
| Miss A. | Wood, L. M. |
| Maneul, C. | Young, Mr. and |
| Markham, B. | Mrs. |
| Main, Mrs. G. | Younker, M. |
| A. nurse and | G. |
| 2 children | |

CRAIGIEBURN.
 Adams, Mr. and Grant - Smith
 Mrs. F. H. J. Mrs.
 Caldwell, Mr. & King, Mr. and
 Mrs. G. A. Mrs. W.
 Chinchon, S. J. Ritchie, Mr.
 Denison, A. Mrs.
 Gaskoll, Mr. and Sisley, Lieut.
 Mrs. W. H. Mrs. G.
 Grant-Smith, E. Sutton, Mr. and
 Hancock, Lieut. Mrs. F.
 & Mrs. R. L., Wilson, G. L.
 R. N. Wood, E. M.

WM. POWELL
LIMITED.
GENTS' OUTFITTERS
NEW GOODS
ENGLISH
MADE
White - -
- - Canvas
AND
Buckskin
Shoes.

SMART SHAPES
28, Queen's Road,
(Central)
HONGKONG 28th April 1955

| SHARE REPORT. | | | | |
|---|-----------------|-------------------------|--|----------------------------------|
| Corrected to 5 p.m., 10th May, 1911. | | | | |
| BROKERS & PAID UP VALUE. | CLOSING PRICES. | LAST DIVIDEND AND DATE. | | RETURN BASED ON LAST YEAR'S DIV. |
| BANKS. | | | | |
| Hongkong & Shanghai | \$125 | \$835 | 21/6/- at 1/10 \$24 54 for half year ended 31-12-10 | 5 p.c. |
| National Banks | 57 | \$81 | In Liquidation | |
| MARINE INSURANCE. | | | | |
| Cantons | \$50 | \$180 | \$15 for 1900 | 8 1/2 p.c. |
| North China | 57 | T1574 | Interim of 10/- for 1910 | 5 p.c. |
| Unions | \$100 | \$815 | Final of \$20 making \$50 for 1908 and Interim of \$30 for 1909 | 6 p.c. |
| Yangtzes | 501 | \$190 | \$12 for 1908 and Int. of \$3 on account of 1909 | 7 1/2 p.c. |
| FIRE INSURANCE. | | | | |
| China Fires | \$20 | \$120 | \$7 & 1/2 of \$2 for 1909 | 7 1/2 p.c. |
| Hongkong Fires | \$50 | \$330 | \$27 for 1909 | 7 1/2 p.c. |
| SHIPPING. | | | | |
| China & Manila | \$25 | \$10 | \$4 p.c. for 1900 | |
| Douglas Steamships | \$50 | \$10 | 5 p.c. for year end'g 30-6-08 | |
| Steamboats | \$15 | \$29 1/2 | Dividend of \$1 1/2 for half year ending 31-12-10 | 8 1/2 p.c. |
| Indo-China (Preferred) | 57 | \$64 1/2 | 3 p.c. equal on preferred shares only for 1910 | 4 p.c. |
| (Deferred) | | | | |
| "Sholl" Transports | 17 | \$9/- | Fin. of 2 1/2 per share (coupon 14) making in all 4 1/2 for 1909 & interim 1/- on account for 1910 | 6 1/2 p.c. |
| "Star Ferry" | \$10 | \$20 | Div. 7 p.c. for year end'g 30-4-10 | 3 p.c. |
| REFINERIES. | | | | |
| China Sugars | \$100 | \$90 | \$10 for 1910 | 10 p.c. |
| Luzon Sugars | \$100 | \$20 | \$3 for 1897 | |
| MINING. | | | | |
| Chinese Engineerings | 17 | T11 1/2 | Interim of 1/- on account for year ending 28-2-11 (Coupon No. 16) | 0 p.c. |
| Headwaters | P. 10 | P. 10 | first year | |
| Raubs | 17 | \$2.50 | 1s. 2d. per share on 150,000 | 5 p.c. |
| DOCKS, WHARVES, & G'DS. | | | | |
| Fenwicks | \$25 | \$5 | \$1 1/2 for year end' 31-12-08. | |
| Kowloon Wharfs | \$50 | \$50 1/2 | \$0.25 for year end' 31-12-10 | 4 1/2 p.c. |
| H. K. & Whampoa Docks | \$50 | \$55 | 2 1/2 p.c. for half year ended 31-12-10 | |
| Shanghai Docks | T. 100 | L. 62 | Final of Tls. \$10 making \$10 for year 30-4-10 | 3 p.c. |
| Hongkow Wharfs | T. 100 | F. 80 | Int. of Tls. 3 for 1910 | 7 p.c. |
| LANDS, HOTELS & DINING. | | | | |
| Anglo French Lands | T. 100 | T. 30 | Tls. 6 20-2-10 | 6 1/2 p.c. |
| Central Stores | \$15 | \$11 | 8 p.c. for 1900 | 8 p.c. |
| Hongkong Hotels | \$50 | \$115 | \$3 on old shares, \$1 50 on new shares for half year 31-12-10 | 6 p.c. |
| Hongkong Lands | \$100 | \$93 | \$7 per share for 1910 | 7 1/2 p.c. |
| Humphreys Estates | \$10 | \$6 | 15 cents for 1910 | 7 p.c. |
| Kowloon Lands | \$30 | \$25 | \$2 1/2 for 1910 | 7 p.c. |
| Shanghai Lands | T. 30 | T. 30 | 11s. 6 for 1910 | 6 1/2 p.c. |
| West Points | \$50 | \$47 | Final dividend of \$2.20 per share making \$1 in all for year 1910 | 8 1/2 p.c. |
| Manila Metropole Hotel | P. 10 | \$41 | None | |
| COTTON MILLS. | | | | |
| Twos | T. 50 | T. 85 | T. 4 for year ended 31-10-10 | 12 p.c. |
| Hongkong Cottons | \$10 | \$5 | T. 7 for year ended 20-12-10 50 cents 31-7-09 | |
| MISCELLANEOUS. | | | | |
| China-Noroco | \$12 | \$9 | 5 p.c. for 1910 | 5 p.c. |
| Light and Powers | \$10 | \$1.15 | | |
| Do. (Spec. shares) | \$1 | b. | | |
| China Providents | \$10 | \$7 | 30 cents for 1910 | 10 1/2 p.c. |
| Dairy Farms | \$5 | \$20 1/2 | \$1.20 for year end'g 31-7-10 | 5 p.c. |
| Green Lands | \$10 | \$2.30 | Interim of 15 cents per share for 1910 | 15 p.c. |
| Hongkong Electrics | \$10 | \$21 1/2 | \$1.20 per share and 1/2 of 10 cents | 5 1/2 p.c. |
| Hongkong Ice | \$25 | \$185 | \$10 per share for 1910 | 6 1/2 p.c. |
| Hongkong Ropes | \$10 | \$16 | \$2 per share for 1910 | 11 p.c. |
| Langkats | \$10 | T. 94 | Fin. div. of Tls. 15 making in all Tls. 55 for 1910 and a bonus of Tls. 2 | 4 p.c. |
| Morning Post | \$25 | \$25 | None | |
| Peak Tramway | \$10 | \$13 | 80 cents on fully paid shares and 1 1/2 cents on \$1 paid shares for year ending 30-4-10 | 6 p.c. |
| Do. (new) | \$1 | \$1.10 | | 5 p.c. |
| Philippines | \$10 | \$5 | None | |
| H. Price & Co., Ltd. | \$10 | \$12 | \$1.40 for 1910 | 12 p.c. |
| Societe des Preferees | \$50 | \$28 | | |
| Papier et | \$35 | \$28 | First year | |
| Papiereries | | | | |
| du Tonkin | | | | |
| Shanghai-Sumatra | T. 20 | T. 105 | No dividend this year | 2 p.c. |
| Steam Laundry | \$5 | \$6 1/2 | 50 cts. for year end'g 30-5-10 | 10 p.c. |
| United Asbestos Oriental Agency, Ltd. | \$10 | \$10 | 15 per cent. per ordinary share for year ended 31-6-1910 | |
| United Asbestos Founders | \$10 | \$300 | Do. | |
| Union Waterboat | \$10 | \$5 1/2 | 5 per cent. for year end'g 31-12-10 | 5 p.c. |
| Weismann, Ltd. | \$10 | \$12 | 10 cts. for year end'g 31-7-08 | 8 p.c. |
| Watson | \$10 | \$5 1/2 | 3 p.c. for 1909 | |
| William Powell | | \$3 | | |
| —sellers— as—sale. b—buyers. | | | | |
| Telegraph Add., "BIALTO" | | L. S. KADOORIS & Co. | | |
| Telephone No. 148—P. O. Box No. 111. | | Share & General Brokers | | |
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